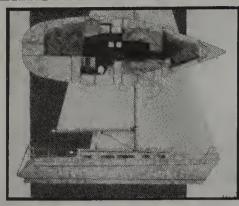


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COVER PHOTO: Latitude/John Riise Getting into the 'sprit' of the season on 'Victoria'

> Graphic Design: Terri L. Wilder Copyright 1989 Latitude 38 Publishing Co., Inc.

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* 41' Whitby Caribe	45,000
41' Newport	78,000
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40' Olson	129,000
40' Farr	130,000
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* 40' Columbia	39,500
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	42,000
37' Ranger	
36' Custom, Kauri	89,000
36' Cheoy Lee, Luders	49,000
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36 Pearson 1985	97,500
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35' Niagra	77,900
35' Beneteau	58,000
* 34' Wylie (3	
* 34' Peterson Must S	
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oo Apriloatto	65,000
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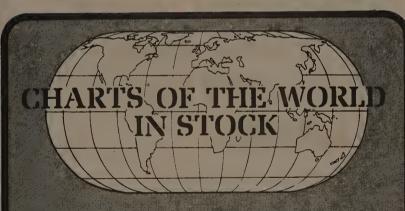
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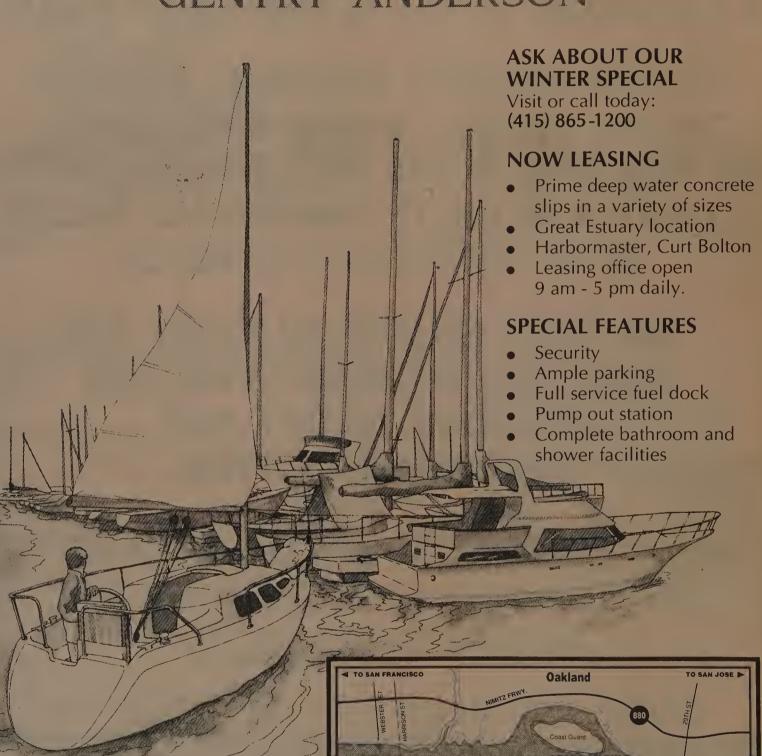
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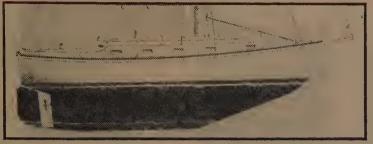
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30'	SAN JUAN		26,800
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32'	TRAVELLER		49,500
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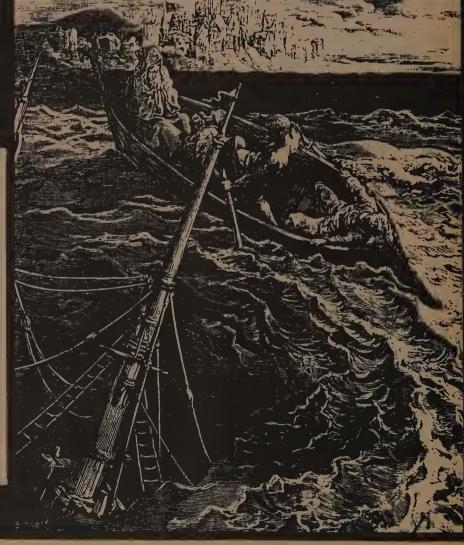
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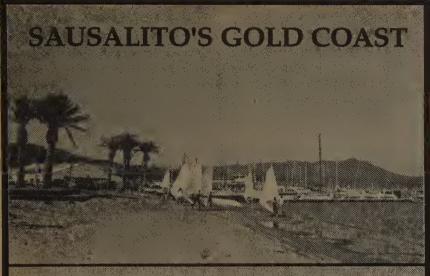
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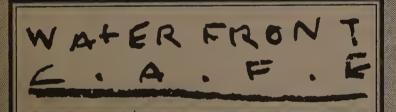
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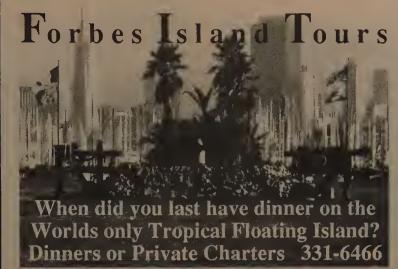
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November 30-December 6 — San Diego International Boat Show. Victoria Garcia, (619) 233-3554.

December 1 — Double feature: "What Happened at Prince William Sound?", a detailed analysis by tanker captain Rick Nelson. Then, a slide show on "Sailing the Pacific Coast from Puget Sound" by Van Deventer. Free; Stockdale Marine Theatre, Sacramento, 7:30 p.m. (916) 332-0775.

December 1 — Holy Frijole Chili Cookoff and Bake Sale in Cabo San Lucas, the first activity in the inaugural month-long "Cruisers' Cabo Christmas Carnival." Other events scheduled throughout December include croquet, horseshoe, volleyball, and fishing tournaments.



Peace on earth...

December 1-24 — Christmas Caroling aboard the Merritt Queen on Lake Merritt, Oakland. Fa-la-la-la-laaaa. Groups or individuals; small fee; for reservations, call 444-3807.

December 2 — Emily and Stuart Riddle will be at Sausalito's Armchair Sailor Bookstore from 12-4 to show their three new videos on "Basic Maintenance" for wood, fiberglass and steel yachts. Stuart, a longtime marine surveyor, will answer any questions. Armchair Sailor, 332-7505.

December 2-24 — Holiday Art Exhibition and Sale featuring the nautical paintings, prints and sculptures of local artist/sailor Jim DeWitt. At Sobstad Sails in Brickyard Cove, Pt. Richmond. Open daily until Christmas Day, more or less 9 a.m. to 5 p.m. For more info, call lim at 235-0912.

December 2 — Lighted Yacht Parade and Landlubbers Party. Oakland Estuary off Jack London's Waterfront. Trophies, food, drink, entertainment, good times. Waterfront Association, 834-4591.

December 5 — "500 Days Around the World in a 12 Foot Yacht", a free slide presentation by Serge Teste (see last month's Sightings, page 83). First of six Bay Area shows sponsored by West Marine Products. This one's at the Palo Alto store; others are in Oakland (12/6), Sausalito (12/8), Stockton (12/12), Santa Cruz (12/13) and South San Francisco (12/15). All shows at 7:30 p.m.; call any participating store or Susan Altman, (408) 728-2736, for details.

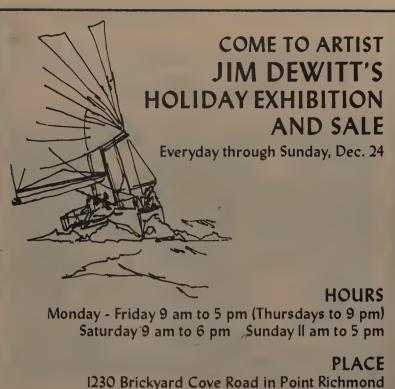
December 9 — Fourth Annual Lighted Boat Parade in Santa Cruz Harbor. Sponsored by SCYC; prizes donated by local merchants. Jerry Bruce, (408) 377-9180 (days).

December 9 — Sausalito's First Annual Yacht Parade. Begins off Clipper Yacht Harbor at dusk and ends up by the Chart House; no entry fee; awards ceremony afterwards at the Sausalito YC. Sausalito

Chamber of Commerce, 332-0505.

December 12 — Slide show and talk on Costa Rica by Stewart Wendell of Oakland YC. Lee Sails; 7:30 p.m.; Donald Bogart-Goring,

December 13 — TransPac Seminar: Self-Steering/Emergency Steering. Vanes vs. compass-driven devices, tlps for Installing transom hung emergency rudders, and more. Part of the SSS-sponsored



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415-234-4334 (DeWitt helpers at Sobstad Sails)



1990 SAN FRANCISCO BAY IMS CIRCUIT



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1990 SCHEDULE

Put the ten best events of the 1990 season on your calendar with one entry. This is the racing schedule everyone has always wanted, now it's here.

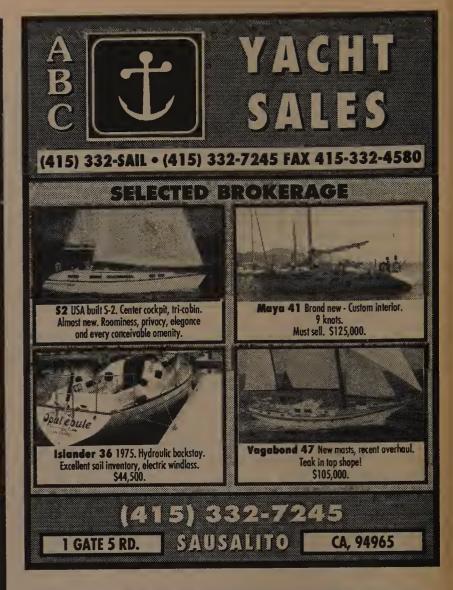
Crews will love the parties. Skippers, you'll appreciate the simplicity. Just send in one entry form with a copy of your IMS certificate and you're automatically entered in all ten races in the Circuit, including both Stone Cups and the Jazz Cup. Plus, your entry also enrolls you as a USYRU and SF YRA member.

If you have an existing 1989 IMS certificate, be sure and revalidate so you can enter. If you need a certificate, act now while there is still time. Many boats only need minimal measurements to obtain a certificate.

Entry forms will be mailed to all current IMS certificate holders. Others may obtain forms by calling the SF YRA 771-9500.

For Further Information Contact:

PAUL C. ALTMAN 0 632-7461 H 522-0679 JOHN CLAUSER 0 643-5263 H 443-6499 LON PRICE 0 236-2555 H 626-1513





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CALENDAR

monthly series leading up to next summer's TransPacs. Metropolitan YC; 7-10 p.m.; free. (SSS annual meeting will be held 6-7 p.m.) MYCO, 536-7450, or Shama Kota, 332-5073.

December 13 — Northern California Youth Sailing Association (NCYSA) meeting. Get in on the ground floor of this new "fast track" organization for junior sailors. Patrick Andreasen, 347-0259, or the NCYSA hotline, 995-4722.

December 15 — Open House at Sierra Point YC to announce winners of the First Annual Brisbane Marina Lighted Boat Decoration Contest. 7:00; cash prizes! Entry forms (and contest rules) at the harbormaster's office and the yacht club. Bob Wharton, 824-6477.

December 16 — Holiday Lighted Boat Parade. 7 p.m. in the Petaluma Turning Basin. Avery Burdick, 234-0404.

. December 16 — Patagonia day at West Marine Products in Sausalito. Patagonia's June Fox will discuss "How to Dress for Boating". West Marine, 332-0202.

December 21 — Winter Solstice. A major pagan holiday signalling the return of summer. Okay, that's stretching it — but at least each day from here on in is a little bit longer than the one before.

December 25 — Merry Christmas!

December 30-January 7 — International Boat & RV Show at Moscone Center. Bring your checkbook! Northern California Marine Association, 521-2558.

January 1 — Metropolitan YC's 18th Annual New Years Day Cruise Around Alameda. Proving yet again that Alameda is an island, and can be circumnavigated at high tide. Fizzes at MYCO at 9 a.m.; boats should meet at the Park Street Bridge at 11:30. Nanci Poller, 769-0653 (nights).

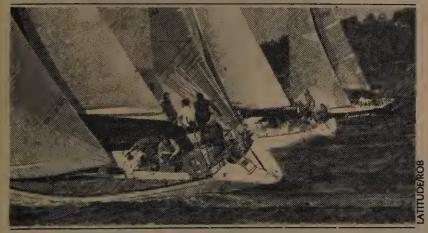
January 10 — TransPac Seminar: Electronics/Communications. Same drill as December 13th.

January 12-21 — 48th Annual San Francisco Sports and Boat Show at the Cow Palace. Tom Rooney, 931-2500.

Racing

November 28-December 10 — Whitbread Round the World fleet due to arrive in Fremantle, Australia, after sailing 7,650 harsh miles through the Roaring Forties.

December 3 — Columbus Cup on ESPN; 2:30 p.m. A half hour program about this J/44 match race series held on Chesapeake Bay in early October. One of 11 ESPN sailing shows in recent months, which will include six telecasts of the ongoing Whitbread Race.



Midwinters: the only game in town.

January 1 — Master Mariners Kick-Off Race & Chili Feed. The only way to start the New Year for the vintage varnish crowd. Race course to be announced; chili feed and the ever-popular Tacky Trophy Exchange immediately following at the Sausalito YC. "Gaffers bring chili; mothers bring salad." Come by boat or car. Tom List, 332-LIST.

January 27 — SSS Three Bridge Fiasco. Single or doublehanded tide-fighting between the three bridges. Ants Uiga, 658-8073.

HORIZONS

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CALENDAR

February 3 — Manzanillo Race. San Diego YC, (619) 222-1103. February 14-21 — MEXORC. Jeff Littell, (714) 955-2710.

Midwinter Races

BERKELEY YC — "Chowder Races". 12/30, 1/27, 2/24, 3/31. Paul Kamen, 540-6324.

BERKELEY & METROPOLITAN YC — 12/9-10, 1/13-14, 2/10-11. MYCO, 536-7450.

CORINTHIAN YC - 1/20-21 and 2/17-18. CYC, 435-4771. COYOTE POINT YC — 12/3, 1/6, 2/10-11, 3/3. CPYC, 347-6730, or Ruth Lee, 342-1571 (nights).

ENCINAL YC — "Jack Frost Series". 12/16, 1/20, 2/17, 3/17 (no April race this year). Shirley Temming, 521-0966.

GOLDEN GATE YC — "Manny V. Fagundes Seaweed Soup Perpetual Series". 12/2, 1/6, 2/3, 3/4. Tom Martin, 826-6516.

SANTA CRUZ YC — 12/16 and TBA. SCYC, (408) 425-0690.

SAN FRANCISCO YC — 12/16-17 (fall series) and 1/17-28, 2/24-25 (winter series). Bruce Darby, 435-9133.

SAUSALITO CC — 12/2, 1/6, 2/3, 3/3. Robert Kowolik, 459-

SAUSALITO YC — 1/13-14, 2/10-11. Peter Gibson, 331-2277. STOCKTON SC — 12/16. Pat Brown, (209) 838-3285. VALLEJO YC — 12/3, 1/14, 2/4. VYC, (707) 648-9409.

Please send your calendar items by the 10th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

	December	Weekend C	urrents	
Date	Slack	Max	Slack	Max
12/2/Sat		0101/3.2F	0444	0642/1.7E
	0937 2240	1230/1.7F	1500	1848/4.3E
12/3/Sun		0147/3.2F	0528	0733/1.8E
	1041 2325	1327/1.7F	1554	1938/4.0E
12/9/Sat		0028/2.5E	0340	0641/3.1F
	0936 2316	1257/5.1E	1654	1955/3.8F
12/10/Sun		0129/2.4E	0433	0730/3.0F
	1020	1345/5.5E	1746	2053/4.2F
12/16/Sat		0105/3.8F	0433	0645/2.1E
	1001 2248	1245/2.3F	1526	1846/4.4E
12/17/Sun		0158/3.5F	0519	0737/2.1E
	1107 2336	1340/2.0F	1625	1938/3.8E
12/23/Sat		0018/1.5E	0341	0635/2.1F
	0924 2307	1244/3.7E	1654	2005/2.8F
12/24/Sun		0113/1.4E	0428	0719/2.1F
	1004 2359	1325/4.0E	1737	2046/3.0F
12/25/Mon		0201/1.4E	0510	0800/2.1F
	1043	1408/4.3E	1819	2129/3.2F
12/30/Sat	0328	0533/2.0E	0832	1124/2.2F
	1403	1737/4.7E	2129	
12/31Sun		0033/3.6F	0407	0616/2.2E
	0924	1213/2.2F	1451	1824/4.5E
	2208			

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H.C. 43T, 1979, just reduced!	SOLD
H.C. 48T, 1986, loaded with everything	\$295.000
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C&C 34, 1981, cruise/race equipped	\$52.000
C&C 40, 1980, proven fast ocean racer	
C&C 41, 1985, loaded for race/cruise	
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31'	PEARSON '7829,	50
35'	SANTANA 55,0	10
35'	SANTANA 46,	50
35'	ALBERG, '66	50
36'	ISLANDER 52,1	00
36'	MAGELLAN 48,	00
37'	TAYANA MKI! '85 109.0	[0]
39'	FAIRWEATHER, '88 130,	N
39'	FREYA, '78 79,	50
39'	ERICSON act cabin79,	90
40'	SANTA CRUZ	00
40'	NORSEMAN 189,0	0
41'	FREEPORT	00
42'	PEARSON, '82 125,	00
44'	PETERSON aft cabia cttr 110,0	Ю
48"	MAPLELEAF 119,	
53'	NORSEMAN637,1	DO
63'	CSTM KETCH, '79195,	00
55'	TAYANA oft saloon 350,0	
60'	"ANA MARIA" 95,1	
42'	PEARSON, '82125,	00



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24' Coptiva, '86	
25' Sontona, '81	
26' Bahama, '81	
26' Ranger, '71	
28' islander, '76	
28' Cal, '68	
J29 '83	
29' Ranger, '73	
30' Coronado, '70	
36' Pearson, '81	
36' Islander, '76	
37' O'Day, '80	
38' Downeaster, '76	\$3 7 ,000

OI DOLLO	
38' Catalina, '83	\$45,000
41' Yankee Clipper, '74	
41' C&C Custom '82 Racer	.\$110,000
43' C&C '71 19 bags of soil:	
46' Formosa, '80	
50' Force, '74	
POWER	
24' Bayliner, '87	\$22,000
24' Bayliner, '87	
25' Saratoga, '79	
30' SeaRay Express, '79	
44' Morine Troder, '77	
45' Gulfstar, '79	
47' Mank McQueen, '54	
48' Borbee, '43	
53' Baglietto, '63	
an addition on www.www	



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22	Centurian	88	Indmar V-8, Tandem trailer *** Sold ***	17,500	12,550
22	Marage	87	Mercruiser V-8, 1/0, cuddy, Tandem trailer	18,500	12,500
24	Sea Ray	84	Sundancer, Merc 260 hp, nice cabin, trailer	15,000	8,000
25	Donzi	88	Merc 370 hp, 110 hrs, like new, canvas	50,000	20,500
53	Baglietta	71	Mahog aver oak frames, TWGM8-71 dsls. Beauty	110,000	65,000
			** SAILBOATS **		
		^ ′	AAA SAILBUAIS AAAA	`	
25	Seidleman	79	2 cyl dsl i/b, twa sails, fixer upper	10.000	5,500
27	US Yacht	82	i/b Valvo 8 hp, pressure water, shawer. Gaod buy	25,000	-,
40	Santa Cruz	82	Pathfinder dsl, loaded with electronics, Hurry!	75,000	64,000

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30' RAW5ON 30, 1971 25,000
30' FI5HER, 197345,000
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32' WE5T5AIL, 1975
33' MORGAN, 1974 42,000
33' NAUTICAT, 198295,000
34' CAL, 197638,000
36' HUNTER, 198049,000
36' COLUMBIA, 1968 38,000
36' I5LANDER, 1979 44,000
36¹ PEARSON, 198174,000
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39' FREYA, 198194,000
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42' TAYANA 1985 Center cockpit cutter. Furling jib and staysail, dodger, upgraded winches, Perkins diesel aux., beautiful teak interior, owner's private stateroom. Just listed! \$135,000.



37' TAYANA 1983 Cutter Mark II. Seven sails, windvane & AP, solar panels, dodger, radar, Loran, SatNav, Nielson windlass, refrig/freezer, + more! Cruiser deluxe! Call on this one! \$95,000.



39' FREEDOM 1983 Pilot-Schooner rig with carbon fiber free-standing masts, fin keel w/skegged rudder; fast & easy to sail! Spacious interior, 44hp dsl aux.
Reduced. \$99,500.



37' HUNTER 1983 Cutter. Aft cabin, dsl



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32' FREEDOM SLOOP 1987. Carbon fiber 27' NORTH SEA 1977. Cutter Aft Cabin. mast, three sails, Yanmar 22 hp diesel aux, Dsl aux, 8 sails, ash & teak interior! This is a



38' CATALINA, 1983 Sparkman & Stephens designed sloop; includes four kevlar sails plus spinnaker, roller furling, 25hp Universal diesel, attractive interior! What a buy at \$43,000.

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	JONES	UAR				SA	AIL .				AREY
	YACHT SALES	122	SZ	MAKE	YEAR	PRICE	<u>SZ</u>	<u>MAKE</u>	<u>YEAR</u>	PRICE	YACHTI
	ER SQUARE DRIVE	YACHTING		CROWN NORTHWEST	1978 1978	\$ 4,000 \$ 6,500	32'	WESTSAIL JEANNEAU	1974 1986	\$ 50,000 \$ 68,900	TING
	EDA, CA 94501		25'	J-24 Ericson	1980 1980	\$ 10,500 \$ 15,950	33'	ERICSON PEARSON (10M)	1974 1977	\$ 29,950 \$ 44,950	CENTE
CALL (4	115) 523-5661	CENTER	27'	CHRYSLER LANCER	1978 1984	\$ 13,950 \$ 29,900	33'	C&C LANDFALL	1981 1982	\$ 53,000	ER
		>	27'	ERICSON O'DAY	1975 1977	\$ 11,000 \$ 12,000	35'	ERICSON FANTASIA	1979 1976	\$ 39,950	M.
		MAR	29'	COLUMBIA	1969 1970 1973	\$ 15,500 \$ 20,950 \$ 15,000	35' 36' 36'	SANTANA ROBERTS - CHEOY LEE	1980 1984 1965	\$ 43,000 \$ 29,950 \$ 38,000	MARINE
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		TING	30'	ERICSON OLSON ULDB	1983 1981	\$ 42,000 \$ 22,000	40'	CHEOY LEE GULFSTAR	1977 1978	\$ 99,950 \$ 78,900	Œ
		CENTER	30'	OLSON ULD8 ERICSON	1982 1983	\$ 20,500 \$ 41,950	41'	JEANNEAU BREWER	1986 1987	\$ 110,000 \$ 155,000	NTER
	Mark II. Seven sails, windvane & AP,		30'	ERICSON S-2	1984 1979	\$ 44,950 \$ 29,950	42'	WESTSAIL ROBERT	1976 1980	\$ 124,500 \$ 80,000	>
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		M A	31'	MARINER PEARSON	1969 1979	\$ 31,500 \$ 24,950	48'	CT/PERRY 8LUEWATER	1981 1981	\$ 175,000 \$ 176,000	MARIN
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LETTERS

Ufi CRIED WHEN MY HUSBAND'S MISTRESS DIED

The obituary for my husband's mistress brought tears to my eyes. We were sailing off the coast of Spain when we read that Bird #5, Falcon, sank in the Master Mariner's Regatta. We had to leave Falcon behind when we started on circumnavigation aboard Nalu IV in 1985.

But Falcon, the love of my husband's life for 20 years on San Francisco Bay, is still with us. We have the picture that Diane Beeston took in 1972 hanging on our bulkhead. Each day we use a peppergrinder that reads: "First, San Francisco YC, 1970, Falcon. We also have a wooden salad bowl that she won in the St. Francis Inter Club Regatta back in 1982. Hundreds more of Falcon's trophies reside in the homes of family and crew because we didn't have room to take them with us.

Falcon was one of the fastest Birds ever built, and was raced hard in YRA for over 20 years. True, she wasn't pretty, but that's because Jim believed the only new paint she needed was on her bottom.

We're sorry that no one apparently told her last lover that it takes five people to sail her: one to drive, three to crew and one to pump. But perhaps it was her time and she was ready to go.

Born in 1924 at Knease Yard in San Francisco, the Alden design died with her seaboots on in the Bay where she reigned for many years. His mistress is dead but will live forever in both Jim's heart and mine.

Diana Green Jessie (Mr. James C. Jessie) Aboard Nalu IV in the Med

UNADD IGNORANCE TO THE LIST

After your 'coverage' of the America's Cup, I thought I might write and suggest that you stick to sailing. (I notice that since the appeals Court decision was promulgated your attention to the issue has waned).

Now, after your comments starting on page 41 of the November issue, I think that I will stick to not picking up your rag anymore. But I do have a few comments.

Did the 'rice farmers' have weapons? Excepting the ones they stole, where did they get them? And what did the 'shepherds' shoot all those helicopters down with? Rocks? These troops are called 'Proxy Forces', which means they were sponsored by others.

Lastly, who occupies the Falkland Islands now?

To your list of American problems ("victims of our own wealth, lassitude, and lack of vision") add ignorance.

Bob Schnelle Seattle

Bob — You're absolutely correct, how could we have possibly left 'ignorance' off the list?

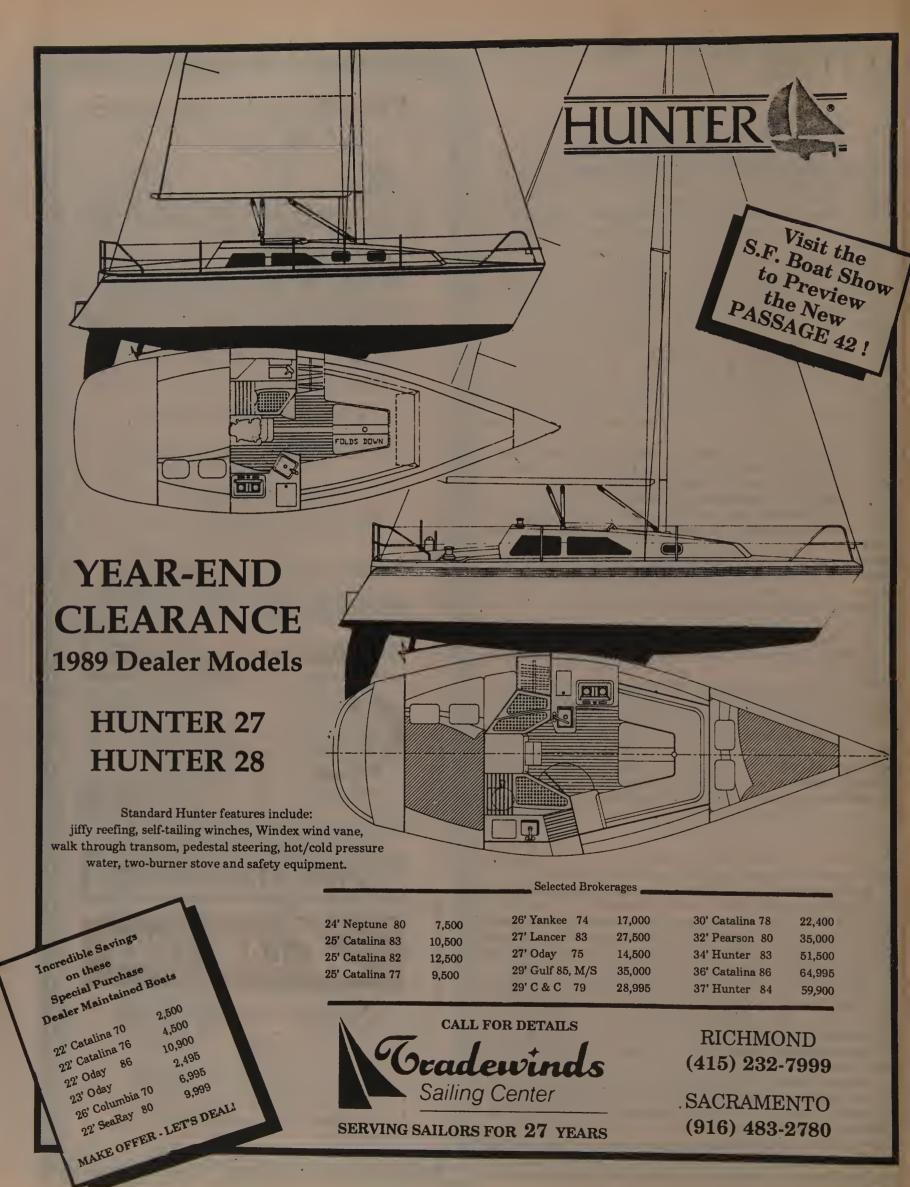
As for the America's Cup, we're indeed still writing about it. Check out Sightings and you'll see that the score has been tied once again. Fortunately it's overtime and the next team that scores — probably by this time next year — wins. That will bring to a conclusion the seemingly endless court battles that started back when somebody like Hoover or Lincoln was President. Yeech!

U↑ MARRIED, WITH CHILDREN

Your November Sightings on Jill' Marsden's search for crew positions was interesting and provocative. I, too, wanted to crew on ocean-going sailboats, but in my case it was in order to gain offshore experience before making some singlehanded passages. My situation was also a little more complicated than Jill's; I am married and have two children.

I attended Latitude's Crew List Parties, joined various sailing/cruising clubs, and placed and responded to ads. To save time, I eliminated all men who marked the "look good in a bikini"





LETTERS

column or who were looking "for companionship". Other potential skippers were eliminated when I told them over the phone that I was married and intended to remain so.

This left about 18 candidates, including three married couples. One couple got a divorce, one cancelled the cruise, and the third was worried that I might prove unreliable and jump ship without notice "because of the children".

That left the singles. Two of them exhibited advanced symptoms of Captain Bligh Syndrome; one was a very elderly man whose conversation, when we met for lunch at the St. Francis YC, was spiced with terms like "liaison", "open-marriage", "carnal knowledge", and described the possibility of our sailing together as the perfect set-up since we were both married, so available for a "no strings attached, purely sensual relationship". Another man had a beautiful boat equipped to the hilt, but was afraid to go out the Gate.

By then it was becoming obvious that experience, at least the kind I had in mind, might be hard to come by with this bunch. I joined the Singlehanded Sailing Society, went to all their meetings, took copious notes, and read everything I could get my hands on

about the practical aspects of singlehanding.

My plan was to tag along on the Singlehanded TransPac in June of 1988 — which gave me the comforting illusion that I would not be completely alone on the way to Hawaii, but rather be sailing with a security blanket. So in April of that year I bought a 29-ft sloop and began hurried preparations to go to sea. The preparations weren't hurried enough, however, and many of the racers were already on their way back when I finally departed for Oahu in August of 1988. From there I set off for New Zealand with one stop enroute.

This year I brought the boat back via Tahiti and Hawaii.

Ironically, I now have lots of offers, not just to crew, but to skipper boats. One man, who turned me down because of my "frivolous attitude", wrote to me in Tahiti saying that now that I had proved myself a "serious sailor", he would like me to sign on as crew to Mexico this season. As cook! He still hasn't left.

The moral of this long story? If you want to go badly enough, just go — and don't rely on others. Of the 18 skippers on my short list, only two left, and one changed his projected destination from Hawaii to Mexico. As for me, my trip was all I had hoped it would be and more. With a little luck there will be many more to come.

Ornaith Murphy Oakland

Ornaith — You learned what we always believed: If you want to

make sure anything gets done, you've got to do it yourself.

In your second to last paragraph, you term it "ironic" that having completed your round trip to New Zealand that you're now getting plenty of offers to crew. It seems more "understandable" than "ironic" to us. An experienced boat owner and bluewater traveller, who would you select to crew on your own boat? Yourself as you are now, or yourself before you had any experience?

We're not trying to contradict you, but we think the moral of Jill's and your experience is that once you get a little experience and into the cruising scene, many fine opportunities begin to avail themselves. It's the old Catch 22: you can't get a crew position unless you have experience, but you can't get experience unless you

have a crew position.

The idea of the Crew Lists, imperfect as they are, is to give people a crack at breaking the Catch 22. And for a lot of readers it's done just that. For some it's done more. We just received the following note from cruisers David and Barbara Lenschmidt: "We met at the Spring 1988 Crew List Party and got married on our boat in July. Love those Crew Parties!"

In any event, we and our readers would certainly be interested in

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If only we'd known then what we know now! But you don't have to suffer the same fate. That's why we've written this book; to help you decide what you need and don't need

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LETTERS

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UTGREAT COOPERATION AFTER THE RUMBLE

As you reported last month, the J-29 Association of San Francisco postponed its St. Francis YC sponsored Pacific Coast Championships because of the Loma Prieta earthquake. However, with the help of three individuals and their yacht clubs, we were able to promptly reschedule the regatta and thus enjoy some great racing and social functions.

Thanks to Bobbi Tosse of the Berkeley YC and Kirt Brooks of the Metro YC of Oakland, we were able to start with their Midwinters on Saturday. Matt Jones of the St. Francis agreed to finish us in that race at the St. Francis, then promptly start our next race. The second race had an exciting finish at the Berkeley YC, much to the delight of the cheering standing-room only crowd of spectators on the yacht club deck. Later the Berkeley YC provided a great BBQ.

Sunday we raced with the Midwinter fleet and afterward presented our new J-29 Pacific Coast Championship Perpetual Trophy to Don Trask and Gerald deWit of Smokin' J.

Thanks you Bobbi, Kirt, Matt and your respective yacht clubs; you're heroes in the eyes of the J-29 fleet.

Pat Benedict, President J-29 Association, Fleet #2

*↓***↑** WHALE AVOIDANCE TECHNIQUES

On page 90 of the October issue there is yet another mention of a whale collision, this one supposedly occurring during good visibility.

As a future coastal cruiser, I would like to know more particulars about collisions with cetaceans and if any avoidance techniques are successful.

Ayn Woodruff Sabre 34, *Dream Dancer* Alameda

Ayn — Good question. We've been sailing with plenty of whales, but have never had much luck predicting where and when they would appear again.

Does anybody else have any advice on avoiding whales? Would engine noise, for example, deter approaches?

UNALTERNATE SOURCES OF ENERGY

I'd like to find out about alternate sources of power for portable

marine equipment. Perhaps your readers could help.

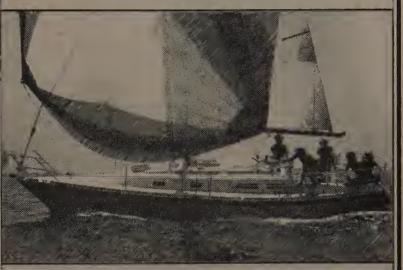
I have a handheld VHF radio on my Cal 30, Queen Mab, because it's nice to have a back-up. However it has a very limited operating time because of the limited capacity of the rechargeable battery unit. Is there an alternate way to supply power?

For example, the output from the AC adaptor for the unit is specified as volts DC. If I put together a battery pack using standard 'long life' flashlight batteries connected in series to produce an equal voltage, and plugged it into the receptical for the AC adaptor on the back of the radio (assuming proper polarity), would the radio operate? Would I need to go to a slightly higher voltage to compensate for internal resistance in the batteries? Would the radio be damaged when the batteries started to wear down? And could the same 'technology' be applied to other portable equipment such as a GPS or Loran unit?

I think the best solution would be for manufacturers to offer interchangeable battery packs. One would be your typical recharageable battery and the second would accept standard-sized batteries. This would be of great value for both routine and emergency operation.

P.S. Your readers are probably familiar with the Magellan portable GPS. They may not, however, be aware of the latest

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Apelco DXL6600	849 00	Furuno FM-2510	294 00	Autohelm 3000	559 00	KVH Azimuth 314	533 00
Apelco Chart Cart	59 00	Icom M56	365.00	Autohelm 4000	715 00	Ritchie D-515EP	545 00
Data Dart 2550	665.00	Icom M120	565 00	Autohelm Windvan	e 168 00	Ritchie SP-5	283 00
Data Capree Scout				Autohelm H/H Rem		Ritchie DNP-200	163 00
Furuno LC-90 MKII		King 7001	309 00			Ritchie FN-201	120 00
		RayNav 33	240 00			Ritchie BN-202	128 00
Interphase Locator			240 00	Navico TP-1600	315 00	MILLING BIR 202	120 00
King 8002		RayNav 77	296 00	Navico TP-1000	517 00	Satellite Navig	ators
Micrologic Explorer		Sitex Compact 55	236 00	Navico TP-5500	317 00	Magellan GPS	\$2665.00
Micrologic ML8000S		Standard Explorer II	218.00	Navico WP-4000	495 00	Magnavox 4102	2105 00
Micrologic Voyager		Standard Galaxy		Navico Windvane		Magnavox 4102 Au	
Northstar 800		Standard Titan+ .		Navico H/H Remot			
Northstar 800X	1514 00	Vigit RT-80 Redline	476 00	Robertson	_ , Call	Navstar 2000S	1090 00
RayNav 520	404.00	100 P 41 45 - 54 -		SSB Transceive	Per .	Raystar 920 GPS	4550.00
RayNav 570	598 00	VHF Handhelds			-	Ship Sea RS 5000	
RayNav 750 MkII	1375 00			Hull 230		Ship, Sea RS 5100	2108 00
RayNav 780	1244 00	Furuno FM-55		Hutl H-403	710.00	Befriegenties	
Ross Nav 200	585 00	Icom M2	319 00	icom M700		Refrigeration	
Vigit C100 Redline	986 00	Icom M5		Icom AT-120		Adler-Barbour SFV	
		Icom M8	290 00	SGC 1700/SG230	1910.00	Adler-Barbour SFI	1-1 558 00
RDF, ADF, FAX &	ALERT	Icom M11.	395 00	Stevens Sea 222	1490 00	Adler-Barbour LF\	/-1 647 00
Locator LK-7	\$339 00	Sitex HH100	193 00	Stevens Sea 322	2222.00	Adler-Barbour LFF	1-1 647 0
Watchman, Alert	268 00	Sitex HH200	248 00	Barlant Wine	100		و صنحت
Watchman, Alert Alden FaxMate		Sitex HH200 Standard H/P 6	248 00 374 00	Barlent Winc		Alum.	Chrome
		Standard H/P 6		Standard U	8P	\$60.00	\$60 00
Alden FaxMate Furuno FAX 208A	774 00	Standard H/P 6 Stereos	374 00	Standard U			
Alden FaxMate Furuno FAX 208A	774 00 1695 00	Standard H/P 6 Stereos [IMI Combi 1002 w/spk]	374 00 119 00	Standard U	8P	\$60.00	\$60 00
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Alden FaxMate Furuno FAX 208A Instruments Autolielm ST-50 Seata Dalamarine S100KL	774 00 1695 00 alk Call \$319 00	Standard H/P 6 Stereos IMI Combi 1002 w/spk IMI Combi 1003 w/spk IMI Combi 2003	374 00 119 00 189 00 199 00	Standard U U U U	8P 10P 10	\$60 00 74 00 106 00	\$60 00 74 00 116 00
Alden FaxMate Furuno FAX 208A Instruments Autolielm ST-50 Seata Dalamarine S100KL Datamarine S200DL	774 00 1695 00 alk Call \$319 00 319 00	Standard H/P 6 Stereos IMI Combi 1002 w/spk IMI Combi 1003 w/spk IMI Combi 2003 IMI Combi 2003/3530E	374 00 119 00 189 00 199 00 283 00	Standard U U U U Two Speed U	8P 10P 10	\$60 00 74 00 106 00 164 00	\$60 00 74 00 116 00 168 00
Alden FaxMate Furuno FAX 208A Instruments Autolielm ST-50 Seata Datamarine S200DL Datamarine LX360	774 00 1695 00 alk Call \$319 00 319 00 705.00	Standard H/P 6 Stereos IMI Combi 1002 w/spk IMI Combi 1003 w/spk IMI Combi 2003 IMI Combi 2003/3530E	374 00 119 00 189 00 199 00	Standard U U U U Two Speed U U	8P 10P 10 12	\$60 00 74 00 106 00 164 00 201 00	\$60 00 74 00 116 00 168 00 213 00
Alden FaxMate Furuno FAX 208A Instruments Autolielm ST-50 Seata Datamarine S100KL Datamarine S200DL Datamarine LX360 Datamarine A181	774 00 1695 00 alk Call \$319 00 319 00 705.00 158 00	Standard H/P 6 Stereos IMI Combi 1002 w/spk IMI Combi 1003 w/spk IMI Combi 2003 IMI Combi 2003/3530E Jensen MJS-6400	374 00 119 00 189 00 199 00 283 00	Standard U U U U Two Speed U U U	8P 10P 10 12 17	\$60 00 74 00 106 00 164 00 201 00 244 00	\$60 00 74 00 116 00 168 00 213 00 254 00
Alden FaxMate Furuno FAX 208A Instruments Autolielm ST-50 Seata Datamarine S200DL Datamarine LX360 Datamarine LX361 Datamarine Link	774 00 1695 00 alk Call \$319 00 319 00 705.00 158 00 Call	Standard H/P 6 Stereos IMI Combi 1002 w/spk IMI Combi 1003 w/spk IMI Combi 2003 IMI Combi 2003/3530E Jensen MJS-6400 Speakers	374 00 119 00 189 00 199 00 283 00 186 00	Standard U U U Two Speed U U U U U	8P 10P 10 12 17 18.	\$60 00 74 00 106 00 164 00 201 00 244 00 290 00	\$60 00 74 00 116 00 168 00 213 00 254 00 303.00
Alden FaxMate Furuno FAX 208A Instruments Autolielm ST-50 Seata Dalamarine S100KL Datamarine LX360 Datamarine LX360 Datamarine Link Navico D1200	774 00 1695 00 alk Call \$319 00 319 00 705.00 158 00 Call 385 00	Standard H/P 6 Stereos IMI Combi 1002 w/spk IMI Combi 1003 w/spk IMI Combi 2003 IMI Combi 2003 IMI Combi 2003/3530E Jensen MJS-6400 Speakers IMI Combi 3520E S	374 00 119 00 189 00 199 00 283 00 186 00	Standard U U U Two Speed U U U U U	8P 10P 10 12 17 18. 21.	\$60 00 74 00 106 00 164 00 201 00 244 00 290 00 356 00 425.00	\$60.00 74.00 116.00 168.00 213.00 254.00 303.00 372.00
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Alden FaxMate Furuno FAX 208A Instruments Autolelm ST-50 Seata Datamarine S100KL Datamarine S200DL Datamarine LX360 Datamarine LX360 Datamarine LX360 Nation D1200 Navico D1200 Navico D200 Navico D3200 Navico D3200 Navico D3200 Navico D3200	774 00 1695 00 alk Call \$319 00 319 00 705.00 158 00 Call 385 00 385 00 689 00	Standard H/P 6 Stereos IMI Combi 1002 w/spk IMI Combi 1003 w/spk IMI Combi 1003 w/spk IMI Combi 2003 IMI Combi 2003 IMI Combi 2003/3530E Speakers IMI Combi 3520E IMI Combi 3520E IMI Combi 3650E Jensen 1500 Jensen 1510	374 00 119 00 189 00 199 00 283 00 186 00 889 00pr 89 00pr 39 00ea 39 00ea 40 00ea	Standard U U U Two Speed U U U U U U U Self Tailing U	8P 10P 10 12 17 18 21 22 24 25 27 0S21ST 0S22ST	\$60 00 74 00 106 00 164 00 201 00 244 00 290 00 356 00 425 00 520 00 747 00 354 00 453 00	\$60 00 74 00 116 00 168 00 213 00 254 00 303.00 372.00 442.00 549 00 778 00 406 00 476.00
Alden FaxMate Furuno FAX 208A Instruments Autoleim ST-50 Seate Datamarine S100KL Datamarine S200DL Datamarine LX360 Datamarine Link Navico DL200 Navico WD200 Navico WD200 Navico S200C crs Pkg Standard DS-10	774 00 1695 00 alk Call \$319 00 705.00 158 00 Call 385 00 385 00 385 00 1376 00 228 00	Standard H/P 6 Stareos MH Combi 1002 w/spk IMI Combi 1003 w/spk IMI Combi 2003 IMI Combi 2003/3530E Jensen MJS-6400 Speakers IMI Combi 3520E IMI Combi 3648 IMI Combi 3650E Jensen 1500	374 00 119 00 189 00 199 00 283 00 186 00 889 00pr 89 00pr 39 00ea 39 00ea	Standard U U U Two Speed U U U U U U Self Tailing U U	8P 10P 10 12 17 18 21 22 24 25 27 0S21ST 0S22ST 0S24ST	\$60 00 74 00 106 00 164 00 201 00 244 00 290 00 356 00 425 00 520 00 747 00 354 00 453 00 459 00	\$60 00 74 00 116 00 168 00 213 00 254 00 303.00 372.00 442.00 549 00 778 00 406 00 476.00 642 00
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LETTERS

advances in handheld navigation devices, which is why I've enclosed an article from Jane's Defense Weekly on a recently developed shirt-pocket size GPS receiver. I sure wouldn't mind seeing one of them in my Christmas stocking this year.

Norman E. Johnson Half Moon Bay

Norman — Several top manufacturers do offer your "best solution".

Tony at Maritime Electronics in Sausalito tells us that Icom, for example, offers a number of power options for their handheld radios. The standard battery pack that comes with such radios should be good for about 6 hours of use, consisting of 5% transmitting, 5% listening, and 90% standby. If your Ni-Cad battery pack isn't coming close to that, give it a duty-cycle test. A disturbing number of Ni-Cad battery packs don't live up to their specs.

The alternatives:

1. Buy a longer-lasting Ni-Cad battery pack. Some are good for as many as 10 and even 15 hours.

2. Buy an alkaline battery pack adaptor for \$21.95. It uses 6 AA

batteries that you can buy everywhere.

3. Buy a 12-volt adaptor for your Ni-Cad battery pack charger for \$20. Twelves hours on your 12 volt system should have your Ni-Cad battery pack back up to full charge.

We strongly urge you to ultilize one of these three options rather

than 'reinventing the wheel'.

UNDERSTANDING LICENSING FOR THE AIRWAVES

I was just reading a marine electronics catalog and came across text in the Single Sideband section that seemed to indicate SSB for marine use is ok without a ham license, provided that a VHF is also installed and used for transmissions of less than 25 miles.

What is the story? I thought any use of a SSB required a license.

Phil Graf Sausalito

Phil — The way Ron at Johnson-Hicks in Alameda explains it, "you need a license for any frequency you transmit on". This means you need a license for VHF frequencies, another for SSB frequencies, another for ham frequencies, and yet another to use radar frequencies. Of these four licenses, however, only the ham license requires a test. Getting licenses for VHF, SSB and radar involves nothing more than filling out a few forms.

So, no, you don't need a ham license to use a SSB, but yes, you do

need a license to operate a SSB.

UNWHAT'S THE AUTHORITY FOR SUCH A DECISION?

It has come to my attention that the State of California is applying pressure to the various harbor boards throughout the state to limit the number of liveaboards to approximately 2% of the boat population.

What is their authority for such action? Is it based on state law? If so, what law? Or is it a bureaucratic decision based on an

'interpretation of some law?

Tom Bowers Nipomo

Tom — We haven't heard too much about this lately, but as we remember it the State Lands Commission cites a law that says it's illegal for people to live on state land — except for a limited number who by so doing might contribute to the public safety.

Thus their basic contention is that liveaboards are illegal. However, they 'interpret' the law to permit a certain number — 10% is the one we've heard most often — that in theory would contribute to public safety. Frankly, we don't think they believe their









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interpretation, but it does give them a way to legally allow a few liveaboards and thus ease some of the hostility that would otherwise be directed at them.

Marinas do not have to allow any liveaboards, and some don't. Others think the State Lands Department and the BCDC are full of beans and secretly permit liveaboards in excess of their legal quota. Some marinas don't bother keeping track.

Their authority comes from the fact that commission members are appointed by the folks we elect. Naturally the law and the interpretation of it are, given sufficient money and motivation, subject to constitutional and other legal challenges.

↓↑THE OLDER ONES HAVE MORE...

In October's Letters Norm Demain wrote about the Tayana Owner's Group, about how it's ten years old, alive and well - and that the Group had a lot of "negative things to say (and) in fact the 1975-1980 hulls did have a lot of flaws."

He further wrote that the Tayana owners club "kept hacking away at the dealers and builder to correct problems . . .," and as a

result that the later Tayana 37s were superior boats.

I agree that the Tayana 37s are superior ocean cruising boats and great vessels on which to live, but I called Demain on his vague denigration of the earlier Tayanas. He agreed that his comments might have left folks wondering, and that tossing out vague criticisms in print invited imaginations to run wild and thus could play hob with the resale values of older Tayana 37s.

As the owner of a 1977 Tayana 37, I was concerned not only with the affect his comments might have on the resale value of my boat, but I also began to wonder if their was something I should

know before venturing offshore again in my Tayana, the Lysistrata.

Demain replied that there was nothing wrong with the hull itself, that the early ones were well laid-up, etc., but that there had been some flaws with the steering gear, wiring, chainplate sealing and some of the Taiwan hardware.

WhewI In my boat's case, those things have been taken care of, except for the chainplate leaks which require attention every year

More specifically, the early 37s came out with a lousy rendition of a bronze worm steering gear. Instead of improving the gear, Tayana went to pedestal steering. But in the early pedestal versions, they left hard corners in the cable quadrant on the rudderpost that ate cables on some boats that weren't well affixed to the post. In my boat, hull #51, the quadrant was well-attached and a few minutes work with a grinder took care of the hard corner. No more problems there.

Some of the wiring that came with my boat was straight out of the Stone Age. It has been replaced, and I can't imagine many early

Tayanas still rely on that original wiring.

There have been several other little items, as is the case with all boats, that required a bit of attention. I suspect that some of the rigging wire and turnbuckles may have been shoddy on the earliest

boats, but by now all of those should have been replaced.

I've owned several boats and been crew or delivery skipper on many more. As a staffer on National Fisherman, I've visited many yards, studied design and construction, and built a few boats. I've also had close associations with more classic craft such as the schooner Wander Bird, the gaff sloop Freda, a Herreschoff Roscinante, several classic Aldens and a New York 32 from S&S. When it came time to buy a good liveaboard cruiser, a veteran boat designer / cruiser pal raved about his early Tayana 37s' speed, comfort at sea, and lack of blister problems. I'd always thought of the Tayanas sort of like Oldsmobiles - okay, but not exciting. But then I checked them out further and bought mine.

All my pal — who is Japan-bound now, his third major offshore jaunt in his Tayana - said has proven out. I've had to rebuild its

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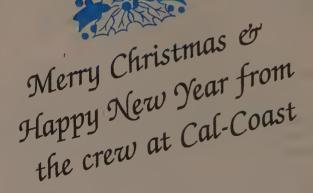
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Perkins 4-108 due to a previous owner's neglect and I routinely replaced the 50-mission standing rigging. Otherwise, I'm sure I've had fewer teething problems with this boat than the owner of a new Hinckley would. Certainly no more than my neighbor with his new Passport 40.

And compared to new Tayana 37s, the older ones have more open, inviting interiors and a less plastic feel. They also cost far less.

Any Tayana with comparable sails will blow the doors off traditional Hans Christians, Unions and many of the more modern boats you might think would walk away from us. And few boats the size of a Tayana 37 have as nice a motion at sea.

When I told the old Oakland Tayana dealer I called my boat an Oldsmobile, he laughed and said, "Oh, we tell customers they're Volvos." Well, maybe. Whatever the hell they are, they're mighty fine boats. The early ones as well as the later ones.

Brooks Townes Sausalito

U↑↑ THEY DIDN'T LEAVE A NAME OR PHONE, BUT THEY DID LEAVE MY ANCHOR

I would like to thank the kind folks on Chariot who retrieved my stern anchor from the Delta. I would also like to apologize for taking so long to thank them.

The morning of August 24 I was unable to break my anchor loose, and was just about to toss the line and forget it. However the folks on *Chariot* noticed my failed efforts and dinghied over to help. I was in a hurry and said if they'd like a 25-lb Danforth it was all theirs. They said they'd bring it back if they could dive on it.

I thanked them and motored away, not really expecting to see my anchor again. Well silly me, a couple of weeks later my anchor appeared in my harbormaster's office.

I don't know the names of you folks on Chariot or your phone number, but if you're ever in my area please give me a call so I can at least buy you a drink at my local watering hole.

Kirk Williams Pilikia (415) 763-4164

₩îIT'S PROBABLY A COMMON PROBLEM

I thought that the corrosion problem with the adjustment rings on my Stearns life-jackets might be shared by others who read Latitude. I sent four corroded rings to Stearns; they sent 115 plastic replacement rings back to me.

Sales Manager Michael Grupa explained that at the time my life-jackets were manufactured — eight years ago — "the metal ring was the most reliable component available for the vest . . . but since that time technological improvements in plastic resins has allowed USCG approval of an acetal resin rings, which are now used exclusively".

Since I bought my vest from West Marine and since they have stores almost everywhere, I brought the matter to the attention of Gary Williamson and Carolyn Burns at West Marine headquarters in Watsonville. They informed me they have sent a supply of plastic replacement rings to their stores for distribution as customers might need.

Steve Sidells
Sunstar, Catalina 30

UNLET THE SELLER BEWARE

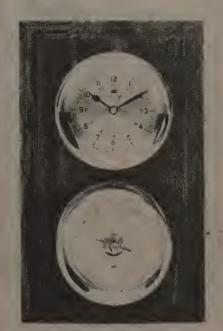
Now that the indoor boat show season is upon us, people who exhibit and sell boats may be interested in knowing about a recent Southern California case where a man fell off a boat and was awarded a big settlement for his injuries.

I'm referring to a recent "slip-and-fall" suit, as reported in the S.F. Banner Daily Journal, where a 79-year old Pasadena man was





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awarded \$902,500 as settlement for serious head injuries he sustained when he fell off a yacht scaffolding at the 1988 Los Angeles Convention Boat Show.

Apparently the man fell backward and lost his balance because of the gap between the swimstep of the boat and the parallel scaffolding, falling five feet and striking his head on the concrete floor. His attorney claimed that because the elevated platform lacked appropriate guard rails, he was unable to stop himself from falling after he lost his balance.

As a result, the case was settled September 19, with Spoiler Yachts paying \$500,000, Atlas Pool Decking and Platform Co. paying \$400,000, and United Exposition Services paying \$2,500.

In the future, it looks like boat show exhibitors (and private sellers, for that matter) will have to be more careful when showing their vessels, especially to the general public not accustomed to getting on and off boats. I wouldn't call the above a necessarily isolated incident. I remember, for example, at the last San Francisco boat show I attended, that even agile people were having a tough time boarding some sailboats from the stern — especially one boat where people were expected to climb up the stern ladder and then either climb over or under the solid stern pulpit rail.

Another problem I've noticed at boat shows is people in stockinged feet slipping on steep companionway ladders or on slippery fiberglass foredecks because there were forced to take off their shoes - even proper soft-soled boat shoes good enough for their own boats - so as not to mark precious teak-and-holly cabin soles. Perhaps a transparent runner and some temporary non-skid would help solve that problem, without subjecting the exhibitor to any more liability than he already has.

As the above lawsuit suggests, it would appear that serious efforts should be made in the future to protect sellers, and the public, from needless injury and liability at boat shows.

Sylvia J. Kaplan **Attorney At Law** San Francisco

Sylvia — We certainly appreciate your taking the time to remind exhibitors of their considerable liability under the law. Normally it seems that lawyers are only heard from when they stand to collect a third or more of some monster settlement.

We're just wondering, do exhibitors (and private sellers) have any right to deny boarding to people who they feel might not be able to do so safely (too old or too young, drunk, handicapped, etc.), or must they accept full responsibility for all-comers?

U↑CONFUSED ABOUT CIRCUMNAVIGATIONS

Please satisfy my curiosity about what exactly constitutes a 'circumnavigation'. My uneducated guess would be "a continuous trip around the world, crossing all meridians, beginning and ending

But, the distance represented by 1° of longitude at the Equator is 60 nautical miles, while close to the South Pole it's less than 1/60th of a nautical mile. So could a person "sail around the world" at 60° South and call it a circumnavigation?

Also, if a person making a circumnavigation stopped in one spot for several years before continuing, would that also qualify?

How about the definition in paragraph #1 with the additional stipulation that the vessel must cross the Equator and not recross it in the same ocean?

Alexandra Dixon San Francisco

Alexandra — If Wittgenstein were still alive he'd tell you that the real problem here is that 'circumnavigate' is much too sloppy a word' for the task. If someone were to speak of circumnavigating England

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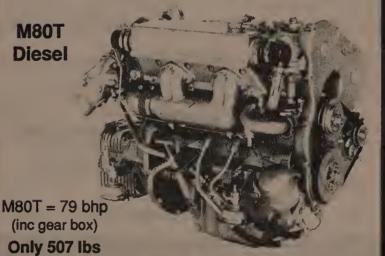
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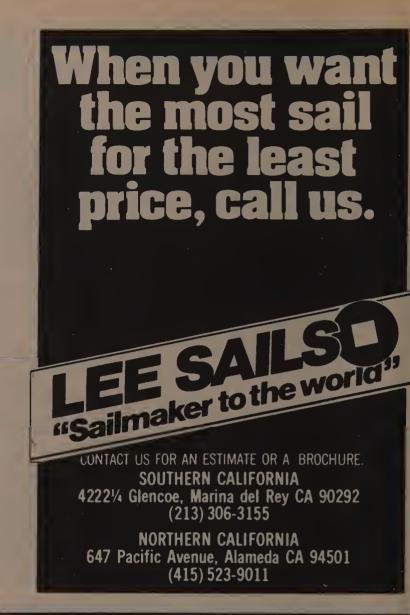
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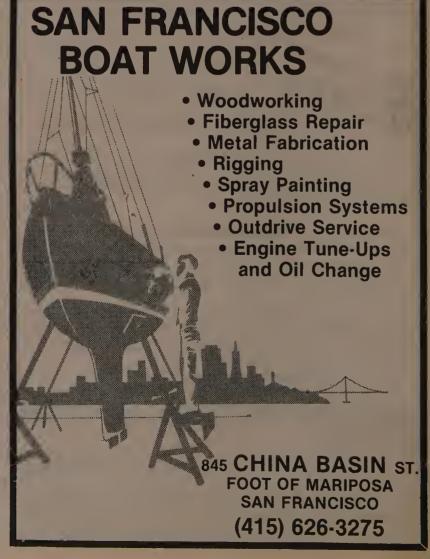
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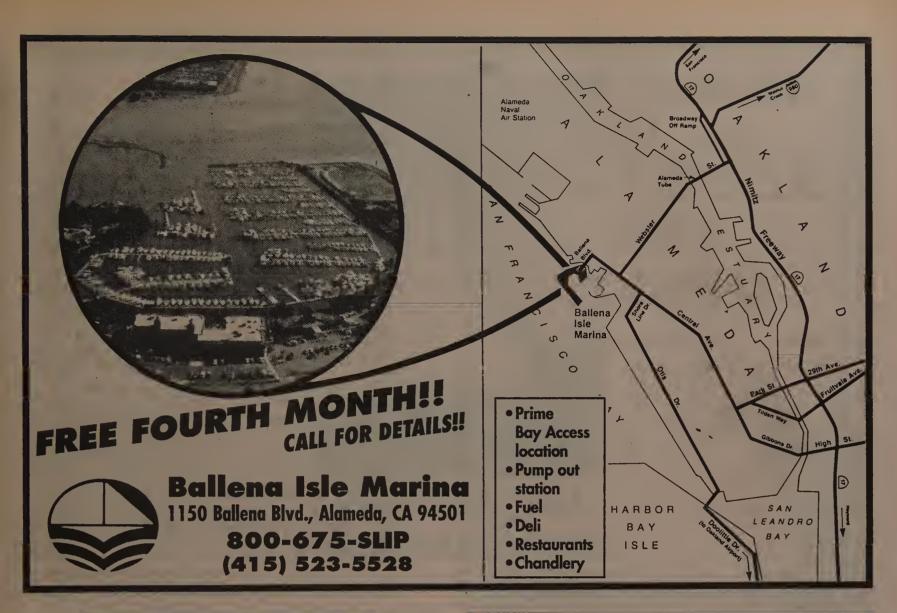
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Just One More Earthquake Story

You can imagine that anyone who chooses to run a boat yard has a certain propensity toward big machinery. Some might say — some maybe including his wife — that this boat yard is really a sandbox for the gentleman who runs it — with life size boats and other big stuff.

With that background, you will understand that when he spotted, at a sale last year, a crane, for what turned out to be a wonderfully low price, he jumped at it and then on it and drove it home to Stone. We bet that there are not a few reading this ad who would do the same if they could justify a crane's serious use - to the wife, to the bank, to all those adults who hover around our play areas still after all these years. Down deep, wouldn't you love to drive a real, full size crane of your very own, whenever you wanted to - pulling and pushing all those levers, picking up great big things and setting them down all over the place. You don't even have to make the noise yourself, like you used to when you were limited to scooting the ottoman around the house steering with the piano stool when your mother was at the store.

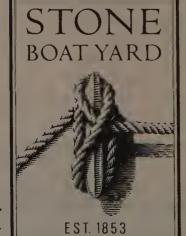
In all fairness, we must say that the crane has been extremely useful at Stone Boat Yard since its arrival; we mean really, justifiably, seriously useful. Honest. But it's been a real hoot to play with, too.

And never more so than a little after 5 o'clock on October 17th.

What we found out was this:

Under *perfect* circumstances — brakes off, transmission out of gear, and a fair size earthquake — cranes can *dance* — *really* dance — all by themselves, *all over* a boat yard. We'll tell you, it was truly One Hell Of A Show.

Make it do it again, mommy, make it do it again.



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or Alameda, it would at once be apparent to everyone what was required. Circumnavigating the world is a less much clear concept.

The problem with introducing "crossing all meridians" to the definition is two-fold. Firstly, it would put 'polar' and equatorial circumnavigations in the same category, which would seem to be a gross injustice. Secondly, it would disallow hypothetical 25,000-mile mostly north-south circumnavigations in which only a few meridians were crossed. And that wouldn't be right either.

As for the 'must not recross' the Equator requirement, that would unfairly penalize someone who dipped back and forth across that fictitious line many times during a perfectly legitimate Equatorial

circumnavigation.

The only real solution, it seems to us, is asterisks and explanations. When reporting on races that claim to 'circumnavigate' the world, we need to place an asterisk by the event name and later explain what definition of circumnavigate the race organizers elected to use. As for cruisers — many of whose 'circumnavigations' cover less distance than the circumference of the earth — we pretty much have to describe their course and let readers decide whether or not they circumnavigated.

Having thus described what might not be called circumnavigations, here's our practical definition of what is: Crossing your outbound track with your homebound track, having crossed all the meridians, and having covered a distance of close to 25,000 nautical miles. No time limit. No limit on the number of stops. No limit on the number of beers consumed. Even a second-week law student could shoot holes in

such a definition, but who cares?

UîMORE NAVAL SKIRMISHES

I'm writing in regards to DeWitt Griffin's letter about our Navy, which continues to defend our shores against what he apparently feels is imminent attack.

He says that Karen Topakian writes naively about our naval nuclear forces, but I think that should be excused since most of us citizens have to rely on the government for the 'facts'. Given that situation, how could anyone be expected to know the truth? On the other hand, it is acknowledged that the United States has between 25,000 and 35,000 nuclear warheads and that we rely on a nuclear triad for defense. So if you divide by three, you could assume that each 'leg' has 8,000 to 12,000 nuclear weapons. Thus even a completely naive person could safely guess that the Navy might have 9,000 nuclear weapons. But who wants to argue about a few megatons; Karen's concern — and mine — is really only with one warhead — the one that goes off.

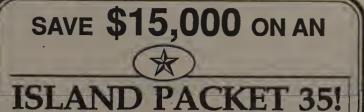
megatons; Karen's concern — and mine — is really only with one warhead — the one that goes off.

As for "surely you don't believe such news (i.e. nuclear accidents) would be suppressed", we know that nuclear bombs have been accidently dropped, without detonation, on Spain and North Carolina, and that there are now at least 50 nuclear warheads and nine nuclear reactors resting (peacefully?) on the bottom of the ocean. I'm sure no nuclear accidents have been suppressed, just as I'm sure Kennedy didn't try to suppress news about the Bay of Pigs, Nixon about Watergate, and Reagan about

the Iran/Contra scandal.

It's almost funny that someone could write disbelieving of naval accidents and then during the next months the Navy has five serious naval accidents in five days and a sixth a week later. While one could easily argue that all the safeguards worked perfectly because nothing blew up, it doesn't leave me feeling comfortable that a sophisticated F/A-18 accidently dropped a 500-lb bomb on the U.S.S. Reeves or that \$4 million worth of non-nuclear (should we believe the government) missiles and three seaman were washed overboard in two of those six accidents.

Finally, why is it that when anyone argues for reduced military spending or the peaceful resolution of conflict, they are accused of



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advocating unilateral disarmament? I didn't see that anywhere in Karen's letter. While Gorbachev has certainly taken the lead in world opinion by making some unilateral moves, the U.S. has lost it's leadership role and remains too paranoid to make any moves. Peace activists don't swear by unilateral disarmament — just some steps in the right direction.

Meanwhile, keep those nukes out of San Francisco. Remember,

it just takes one bomb to ruin your whole Bay.

Paul Ajamian El Cerrito

Readers - To summarize then, we think the United States is a victim of it's own wealth, lassitude and lack of vision. Seattle's Bob Schnelle insists we add ignorance to the list, while Paul Ajamian of El Cerrito nominates lack of leadership and paranoia be included also. Do we have any additional nominations for what's wrong with the United States?

UTA MEMORY THAT WILL LAST FOR A LONG, LONG TIME

Growing up in the desert of eastern Oregon, I had always been intrigued by sailing. When I was 9-years old, I built a Gale Force ice boat that took gale force winds to move her down a lake. •

I was almost 30-years old before I got my first ride on a sailboat, and that was by chance. I was visiting a lady friend in Mill Valley who took me to a place called Flynn's Landing in Sausalito. Flynn's is a wonderful pub and we had a great dinner. Later we sipped Myers's Rum and orange juice, watching the forest of masts in Sausalito Yacht Harbor dance in the moonlight. We talked of many things, once of which was my long time wish to go sailing.

My lady friend grinned, and in her best Mae West imitation, said: "Honey, if you want a sailboat ride, I think we can work it out." She stood up, threw her shoulders back, and with a flounce of her hip set off to mingle with the yachties. She was back all smiles

in just a matter of minutes. "We've got a ride," she said.

And so we did, on the day Mt. St. Helens erupted. San Francisco Bay was beautiful, and at about 8 a.m. we boarded a wonderful fortysomething-foot wooden boat that belonged to a kindly saloon owner from San Francisco. The boat was a classic. I remember being amazed it had no motor. It was a sparkling spring day, clear, cool and with plenty of wind.

The cruise started out simple enough as kind of a family outing, with women, kids, sandwiches, beer and soda pop. The captain and the crew were all world-class racing sailors, but that day was just a fun run for them. Me? I was awkward and didn't know what to do or where to be. I didn't feel comfortable breaking into the saloon owner's party, and I damn sure couldn't help with the boat. So, I asked if it would be all right to go "up front" and get out of the way.

Sitting up in the pulpit, I was in awe. I felt primordial, and a kinship with the wind and the water. Actually, I was overwhelmed.

My first sailboat ride was almost a religious experience.

San Francisco Bay has to be one of the most special places on earth, and I was drinking in every drop of beauty. I saw the City and all the magnificence of man radiating in the skyline, but I was lost in discovery, imagining what it must have been like when men first sailed into these waters.

Then I became aware that people were yelling at me. It was like being woken up. They were yelling at me to either hang on or get the hell out of the way! For out of nowhere I realized another boat had pulled alongside. Her captain was a pirate. He had long black hair and a beard that whipped behind him as he stood at the helm barking orders. Suddenly the cruise was over and the race was one. It was women and children below while our captain, previously a fun-loving teddy bear of a guy, turned into a grizzlyl The boat came alive, and when the rail went under she accelerated like a race horse at the bell.



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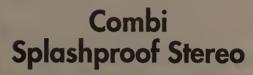
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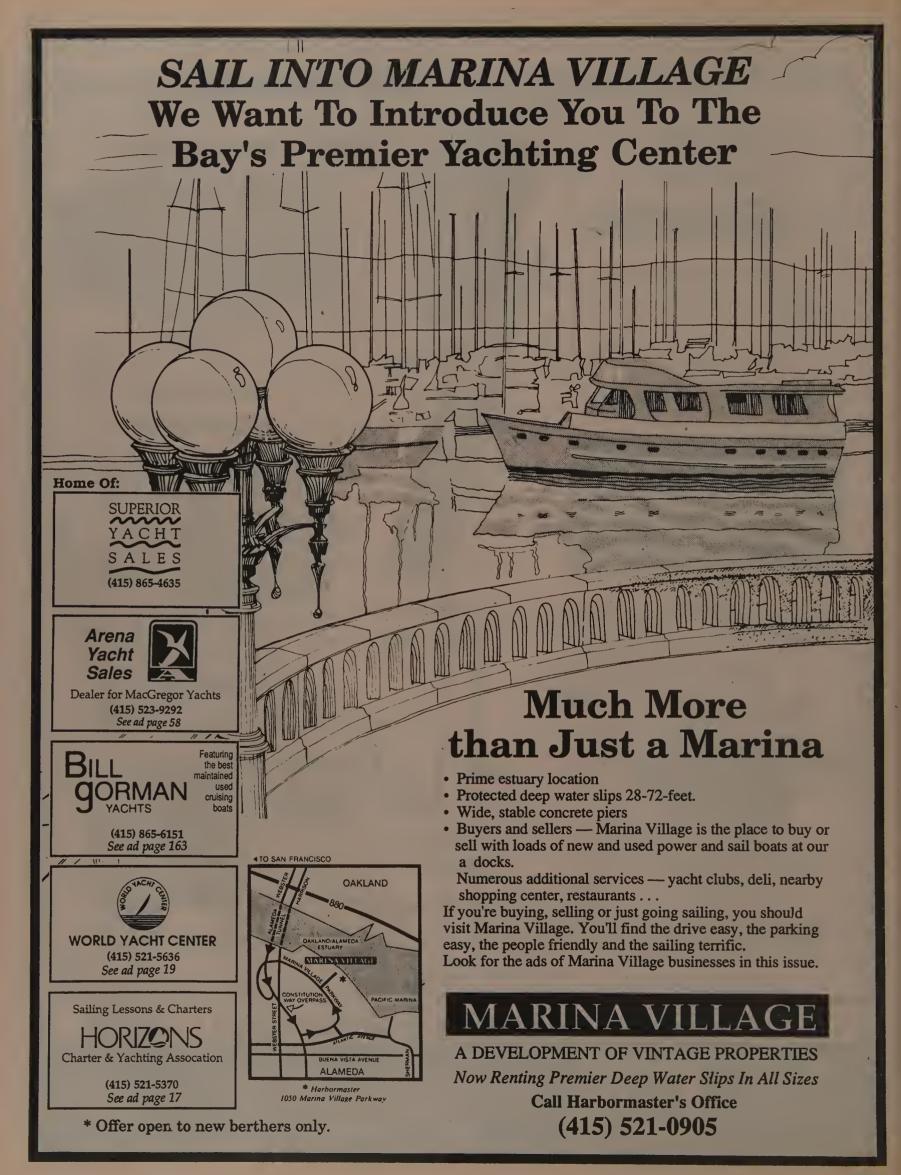
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I was in an ecstatic trance. I clung to the lifelines and braced myself against the waves that were now coming over the bow. The two boats were side by side, about 10 feet apart. I could hear the captains shout their orders and watched the crews obey. I was again lost in the experience. They later said they could periodically hear a mad sort of laughter floating back from where I was perched. I don't remember much else of the day.

When the race was over, the boat was restored to calm and sandwiches were served. I got to take the wheel for a few moments and feel the power - but my mind was still spinning with the excitement of the race.

I own a boat, sail regularly now, and I even started racing last year. I've often thought how much I'd like to once again meet the captain who took me out for that glorious first sail on San Francisco Bay, which would give me the opportunity to tell him how much his kindness meant to a stranger from Oregon, and how in even that brief moment he influenced my life.

I shed some tears this week when I opened my latest issue of Latitude and read of Tom Blackaller's passing. For it was Blackaller who gave me my first sailboat ride and a memory that will last for a long, long, time.

Thanks, Tom.

John R. Cougar Klamath Falls, Oregon

U¶LOOKING TO BUDDY-BOAT TO MEXICO IN MARCH

My wife and I are the very fortunate owners of Voyageur, a 53-ft Grand Banks trawler. Since we took delivery, we have logged some 1300 hours and have encountered only a few, really not even worth mentioning, problems.

Every March we cruise to the Sea of Cortez where we have the most wonderful time. The only inconvenience is that there aren't too many southbound boats at that time of year - despite the fact that we've always encountered excellent weather.

We think it would be great if we could cruise in the company of one or more other vessels. This would have several advantages in addition the safety factor and the pleasure of sharing experiences.

We cruise at about nine knots and spend most nights at anchor. We are very well-equipped with SatNav, radar, GPS, a watermaker

We intend to leave about March 15, 1990 and hope that there are others out there with boats that might be interested in sharing this cruising adventure.

Richard & Sue Meldgaard Walnut Creek

Richard & Sue— Cruising in company with other boats is truly the great way to go for the two reasons you mentioned: safety and the sharing of experiences.

We at Latitude will be glad to act as a bulletin board for folks heading south, west or north who are looking to buddy-boat. All anyone needs to do is send their name, boat type, destination and proposed date of departure, and we'll post it in Changes in

₩ÎREDIRECT THE MAGAZINES TO US

I want to respond to both Latitude and to Richard and Robyn Wilcox of West Sacramento on their Big Waste In Sacto letter in the November issue.

I had to read their letter twice to be able to believe what they were saying: that a Sacramento marine dealer was throwing Latitudes out as soon as he got them. We here at Stockdale Marine are constantly wishing we could lay our hands on more copies to give out to our customers. All too frequently our supply runs out before the readers do.

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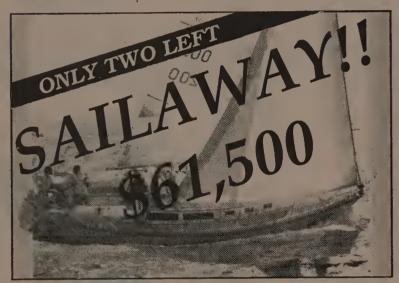
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If Richard or Robyn wish to stop by to pick up a copy — or just to chat with our staff — we welcome them. We specialize in sailing and sailboats, so I suppose we are different from the other dealer described. However, we would like everyone to come to the store because we might be able to help them.

The way I see it, the boating community is made up primarily of people who help people, and we enjoy this aspect of the business. We may even be on the way home for Richard, as we are located on Myrtle Ave near Auburn Blvd.

What to do with the magazines that were being sent to the other dealer? Please have them redirected to 4730 Myrtle Ave, Sacramento CA 95841.

Gale E. Stockdale Stockdale Marine & Navigation Center Sacramento

UNSMALL BOAT LESSONS LEARNED ON THE BAY

I would like to deeply thank Larry of the Coyote Point-based *Tomahawk* for rescuing my friend and me on October 7 when our 18-foot Buccaneer swamped.

It happened like this: I was tending the jib while my partner was at — or supposed to be — the helm. When I felt the boat start to heel significantly, I turned to give the skipper some words of encouragement — but he was gonel When washed overboard — we think by a large wave — he held onto the mainsheet and rudder, putting the boat close-hauled with only me for ballast.

While we were able to right the boat, it was so low in the water and the swells were so big that we couldn't get it bailed out enough to start sailing again. Two boats passed us before we were able to whistle down Larry on *Tomahawk*.

Having made sure we were all right, Larry put on his wetsuit and joined us in the water. He agreed that bailing was pointless and helped us balance the swamped boat while his crew towed us back to the dock with *Tomahawk*. As we neared the dock, Larry noticed a jet skier who was having to swim his malfunctioning machine back in. Larry said he wished he could help him, too.

Back at the dock, Larry stopped by with coffee and an offer of cookies, as well as a bailing pump and assistance in pumping our boat dry. He and his crew — sorry, I didn't catch the name — then helped us get our boat to the point where we could load it onto the trailer.

The lessons we learned about sailing small boats on the Bay:

1. All small boats will capsize, so wear your life preservers. We were wearing ours and they were necessary.

2. Wear a wetsuit no matter what the conditions are like. The water is cold even if it may not seem like it at first. We assumed that if we got cold we could put our wetsuits on at any time. That wasn't quite true. Once we were in the water, we could only pull the arms of our jackets on. For safety reasons we decided not to take our life-preservers off to put on the pants part of the wetsuits or zip up the jackets. We were very cold when we got to change back into our warm clothing 45 minutes later.

4. Tie everything down. We lost our air horn, fenders — and oh yeah, our rudder.

5. Practice capsizing. We hadn't done this and it took us a couple of tries to get the boat back upright and stable. We also learned that early Chrysler Buccaneers such as ours were built with insufficient flotation to self-rescue in anything but flat water. We're planning to add more foam and then do some capsize drills.

6. Use a heavy-duty waterproof bag for important items that should be kept dry. Our waterproof bag — attached to the boat by a line to keep it from floating away — did well.

If there are any other Buccaneer or Mutineer owners in the Bay Area, I would like to hear from them. Thanks again Larry and crewl

P.S. I have read Latitude's ideas about the minimum size boat

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necessary to safely sail on the Bay. I think stability and/or self-rescuability, not size, are the main issues. Kenichi Hori safely crossed the Pacific in a 9-foot boat that appeared impossible to capsize.

With capsizable boats, such as centerboarders, the issue is self-rescuability. Can you right the boat and sail away? If you cannot, does it have high enough freeboard to avoid shipping water or getting swamped by a wave? Overall length doesn't seem to be that important.

lan Ellis San Mateo

lan — The specific lessons you learned are excellent ones to share with other small boat sailors. As for the 'big picture' of small boats sailing the Bay, we're not so sure.

To a large extent, stability is a function of size. Yes, Hori sailed the Pacific in his little 9-footer, but that was a very specialized boat — or whatever you want to call it — that wouldn't be practical or affordable for average folks interested in enjoying Bay waters. As for "self-rescuing" centerboarders, we're not aware of any that wouldn't be a real handful for anything but experts during typical summer conditions.

UNTHIRD ANNUAL CLOTHING DRIVE

If you're headed toward La Paz before Christmas, we need your help!

The Club Cruceros de La Paz (Cruising Club of La Paz), a group of yachties and ex-pats who live and/or enjoy the beautiful city of La Paz, is in the middle of organizing their Third Annual Clothing Drive for the poorest families in La Paz. As has been done successfully for the last two years, the club collects new and used clothing, blankets, canned goods, toys and any other items that would make these poor children happy during the holiday season.

Then the Pentathlon Deportivo, a group of civic-minded youngsters, in conjunction with Lic. Luis Armando Camalich, sub-

Then the Pentathlon Deportivo, a group of civic-minded youngsters, in conjunction with Lic. Luis Armando Camalich, sub-director of Tourism and Commander of the Pentathlon, sorts the gifts and selects the recipients. They also provide guidance, translation and crowd control for the event.

Last year the club's efforts brought these gifts of food and clothing to four of the poorest colonias that were selected to

receive the much-needed gifts.

If your plans don't include 1:

If your plans don't include La Paz before Christmas, donated items can still be sent c/o Downwind Marine, 2819 Cañon Street, San Diego, 92106. They'll make arrangements to see that the merchandise reaches the Club in time for distribution.

If you plan on being in La Paz, we have established a collection point with Mary Shroyer at Marina de La Paz. Donations will be picked-up on a daily basis and held for distribution a few days before Christmas.

For further information, contact me, coordinator of the drive at 011-52-682-2-89-85 or in La Paz on VHF 22 aboard Ole Sea Dog.

Alfredo Martin Kessler La Paz, B.C.S.

Readers — There is a similar collection going on at Papi's Deli in Cabo San Lucas. Please contribute, your cast-offs are treasures to others.

UNIVERSET WHILE WAITING FOR THE WEATHER TO CLEAR

We were pleasantly surprised to find a letter from Dennis & Cheryl aboard Yahoo in the October issue. We met those folks in Lund, Canada while waiting for the weather to clear last July. They are very knowledgeable trailer sailors who seem to have made as many trips to the Pacific Northwest as we have. We met them again at Tenedos Bay, where they told us they were going to Princess

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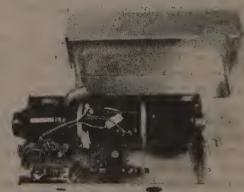
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Louisa Inlet after they left Desolation Sound.

We would advise those going to the very popular Princess Louisa Inlet to carry plenty of fuel. While Dennis and Cheryl burned only 2 gallons with their more efficient 5 h.p Honda and by sailing part of the way, we burned 12 gallons with our Mariner 9.9 and less efficient hard chine hull shape.

The Canadians we met were friendly and warm as usual, and we would like to thank John & Judy Taylor aboard Kavala for their hospitality and insights into Canadian culture, Jan & Derek aboard Digression for their stories about riding out a hurricane at anchor in the Marquesas, Bill & Teresa aboard Caribee for hospitality during Happy Hour at Squirrel Cove, and Bill and Karen aboard Kajen for coming to our rescue when our motor conked out at Pendrel Sound.

All in all, we have enjoyed ourselves so much in the Pacific Northwest the last five years that we cannot imagine a vacation anywhere else.

P.S. But c'mon Dennis, did you really catch that salmon picture on page 151? It looks like a travel brochure to usl

Ron & Aldrene Lamb Mouton Rouge Morgan Hill

Ron & Aldrene — You'll probably find this as hard to believe as we did, but our Racing Editor snagged that salmon during a recent trip to the Pacific Northwest.

UNALL THAT WAY FOR NOTHING

After 11 years of working and sailing in the Bay Area, in November of 1988 I decided to move to the Virgin Islands. Once I got down here I knew that I had to have my boat, Red Stripe, a Newport 30-II that I'd sailed so much in Northern California.

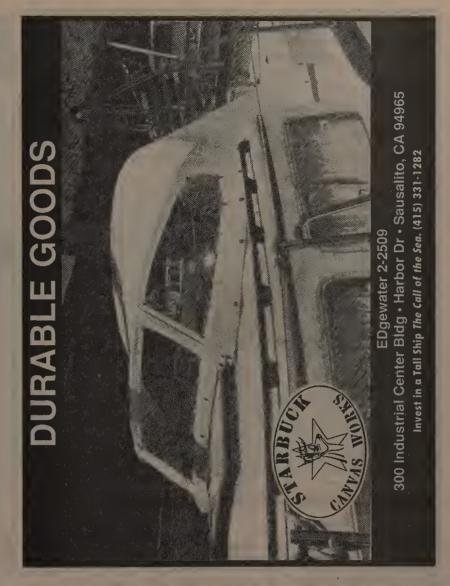
Making inquiries, I was shocked at what it would cost to have her shipped to St. Thomas. What to do? I decided I would have to sell her and buy a new boat in the islands. But by February she hadn't sold and I decided to do what I should have done in the first place — bring her on down. So with the help of Tom Robinson, Karl Swartz and the good people at Cal Coast Boatyard, Red Stripe was trucked to Fort Lauderdale from Brickyard Cove.

By March 29 of this year we had her re-rigged, shook down from a week's sailing, and ready for the 1,500 mile voyage to the Virgins. The crew of Tom, Rowland Girvan, Richard Phillips, Richard Bodden and I — having checked and rechecked the SatNav, autohelm, EPIRB, liferaft and everything else we could think of — were ready to go.

Our plan was to sail through the Bahamas and head directly to longitude 65, then drop down to St. Thomas on what we hoped would be a beam reach. We figured it would take four or five days of beating our brains out, after which we'd be home free. No such luck!

On the fourth night out we heard what sounded like a cannon being fired from on deck. The main boom had broken under pressure, and with the main torn it was banging on the cabin-top. It's funny how these things always do happen on moonless nights. Fifteen minutes later we had removed the boom from the mast and brought both pieces and the torn main down below. Winds were gusting at over 30 knots and the seas were building at the time. By dawn there were 20 foot seas with the wind right on our nose. With no main and just the 140% jib, we were sliding sideways and making little ground toward our destination. It was decision time.

We had to fix the boom in order to go to weather; there was no option. The nearest repair facility was on a tiny island in the Turks & Caicos, SSW of our position. It would mean broad reaching under jib only, but worse than that, it would also mean giving up 100 miles of hard-earned miles to weather. After 32 hours of





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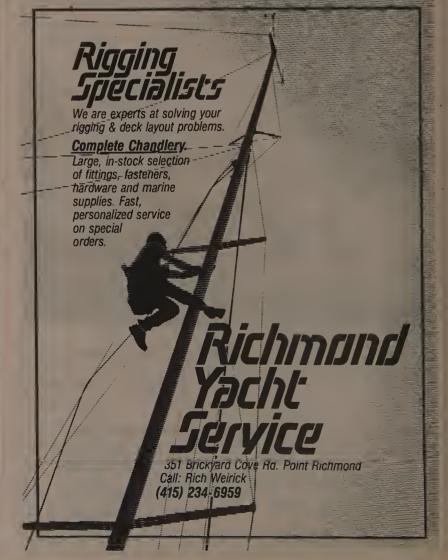
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broadreaching a Newport 30 at an average speed of 9.5 knots, it was Land HoI

In Providenciales we found a good boatyard with knowledgeable workers. A wooden plug with stainless steel thru-bolts resulted in us having a heavier, but useable boom. Provo, as it is known, is a delightful coral island with incredible diving and gorgeous beaches. The problem is that it also has New York prices. It took us four days to get the boom fixed and move on.

We departed from Provo on a southeasterly route. Everyone had told us not to go south until we'd reached longitude 65, but now we had no choice. We also had no charts! Our telephone order to Bluewater Charts in Lauderdale resulted in a DHL overnight shipment to Grand Turk — from which it would have taken three more days to get to Provo. Thus we left with just an overall Caribbean chart and our SatNav.

I've talked to people who said they had to motor across the Mona Passage between Hispaniola and Puerto Rico, but like many others we weren't so fortunate. Although only 110 miles from Hispaniola to Puerto Rico, it took us three days to cross in 30 knot winds and 15 foot seas. The worst parts, however, were the shoals and the currents that pushed us toward the southeast coast of Hispaniola.

We finally pulled into Boqueron, on the west coast of Puerto Rico, to dry out and reprovision. By this time the boat had taken an incredible amount of pounding and we were fearing delamination. What actually happened was that the bulkheads were breaking loose from the hull, taking away much of the boat's rigidity. But two days later we sailed into Charlotte Amalie, St. Thomas, U.S. Virgin Islands.

After all that effort, I would like to report that I am now enjoying cruising and racing Red Stripe in the Virgin Islands. Actually, that's exactly what I did until hurricane Hugo arrived. Red Stripe was washed on the rocks and smashed at Cowpet Bay next to the St.



The end of the road for 'Red Stripe'.

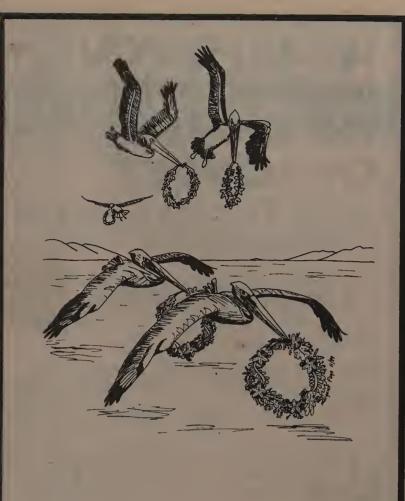
Thomas YC. Her fate was sealed when a J-29 landed on top of her. That's life in the tropicsl

Donald A. Farquharson St. Thomas, U.S.V.I.

UMBE THE FIRST TO RESPECT THE WATERS WE SAIL ON

In the racing sailors perennial quest for greater speed, one of the sleds in last summer's TransPac jettisoned foul-weather gear and boots once they'd reached the balmy tradewinds. Upon arrival in Hawaii, the crew of another sled was complimented by surprised and admiring onlookers as they unloaded their trash from their spacious forepeak for shoreside disposal.

Dumping foul-weather gear is extreme, but many of us casually



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litter all the time. Yet sailors, for whom the interaction with wind and water is one of the most enjoyable and enriching aspects of our sports, should be among the first to respect the waters we sail on.

Dumping trash overboard is not just thoughtless; it is illegal. Under international convention and federal regulation (MARPOL Annex V), plastics may not be disposed at sea. Other wastes, including food wastes, paper, cans, bottles, and other garbage may not be disposed within 12 miles of shore (25 miles for other packing materials), the area in which nearly all our sailing takes place.

My yacht club has recently added a provision to its sailing instructions forbidding the dumping of trash while participating in its regattas. Other clubs and class associations have adopted similar

rules, some long ago.

The United States faces serious problems in finding ways to dispose of its garbage. At a minimum, we sailors should refrain from desecrating the waters that give us such fulfillment. It is time that we follow the backpacker's credo: "If you pack it in, you must pack it out."

Jim Hammitt Santa Monica

Jim — We're with you 100%. We were also disgusted by the inequality in the TransPac between those boats that sailed within the rules and didn't dump sails, foul weather gear, exercise bicycles and other gear overboard, and those boats that not only sailed within the rules but also to a higher moral code. The truth of the matter is that lightening up a boat by illegally dumping gear overboard is no less cheating than is altering one's rating.

As for yacht clubs and class associations adding provisions that prohibit the dumping of any trash during regattas or cruises, we can

only commend them for leading the way.

U↑ WHERE CAN I REACH PAT AND LARRY?

I'm writing about Patricia Penner of Hallux, who contributed the October Sightings on Peter Sutter.

I always wanted to contact Pat and Larry to send them the enclosed photo I took of her in October of 1985 when we were anchored close together in front of the Oa Hotel at Bora Bora. I was

there as delivery crew from Bora Bora to Hilo on *Tin Man*, which Ned Flohr of Seattle had built in New Zealand.

During our stay in Bora Bora, we sailors frequently got together at the Oa Oa Hotel. One evening, just before Hallux weighed anchor, Larry and Pat invited the four person Tin Man crew aboard for dinner. What a feast! First exotic drinks, then a most sumptuous four-course meal prepared by Larry — complete with linen tablecloth and napkins — the works!

We left Bora Bora a few days after Hallux but kept in contact via ham radio. I've always wondered how they were doing, so you can

understand how pleased I was with your October issue.

P.S. Please let me know where I can reach Pat and Larry, I'd like to send them the photo of took that evening in Bora Bora.

Bill Breiten Bellevue, WA

Bill — The last address we had was 122 Eriel Avenue, Torrance, CA 90503.

UNION ANY DRUG OTHER THAN CAFFEINE OR NICOTINE

"Airline pilots, for example, who do drugs on their work days and

kill innocent passengers as a result."

I've been an airline pilot for 30 years and I've never seen a crewmember on duty on any drug other than caffeine or nicotine. There has never been an accident in this country on a major scheduled airline attributed to alcohol or other drug abuse! As for "innocent passengers", how many of them have damned near killed



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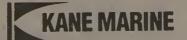
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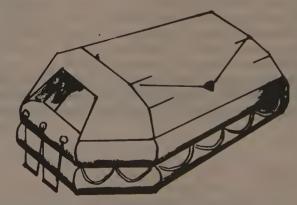


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me on the highway while on the way to a flight, due to simple inattentiveness?

You, sir, have maligned a dedicated, competent group of intrepid aviators. You, and/or Bligh, piss in the bottle before you sit to penl

Doug Delaplaine Hotel California Sausalito

Doug — Perhaps we should have said bus drivers or train engineers, who indeed have a greater record of causing death as a result of operating their respective charges while in an impaired condition. We suppose 'airline pilots' jumped into our mind because we'd just finished reading about the US Air accident at La Guardia. You remember, the one where the cockpit crew put the brand new jet in Long Island Sound, killing a couple of passengers. As we recall the pilot and co-pilot, one of whom had reportedly been mumbling incoherently prior to the take-off, went into hiding for a couple of days. Except, of course, for the one who made a brief appearance at a hospital with his entire head — save for two eye slits — covered in a towel he absolutely refused to remove. We suppose that's only circumstantial evidence there was some kind of impairment, but we wouldn't want our kids flying with them.

In any event, using airline pilots as an example was a very poor choice on our part, as we think the safety record of scheduled airlines is nothing short of miraculous, much of it being attributable

to the continuously conscientious work of the pilots.

₩îTRAILERED FROM ALASKA TO THE FLORIDA KEYS

We're writing in response to Joe Adam's letter about trailerboat sailing. We're sorry to take so long to write, but we've been trailerboat sailing in the San Juan and Gulf Islands.

The way we see it, trailer sailing offers the best of both worlds. Chico YC members who call Oroville Lake their home port, for example, can also sail Lake Tahoe, Lake Almanor, Clear Lake, Black Butte, Folsom, the Delta — and best of all, San Francisco Bay.

In the 15 years we've owned our Aquarius 23, we have sailed the Columbia River, Puget Sound, Lake Washington, Desolation Sound, Lake Ponderay, Flat Head, Shushap, Okanagon in British Columbia, Lake of the Woods in Minnesota, Georgian Bay on Lake Huron, the Trent-Severn Waterway with its 48 locks, the Connecticut River, Long Island Sound, the East River, Chesapeake Bay, the IntraCoastal Waterway to the Florida Keys, 75 miles in the Gulf to Fort Jefferson in the Dry Tortugas, the entire Gulf side of Florida, and Lake Okechobee.

We've also sailed the Land Between the Lakes in Kentucky, Lake Powell, Santa Barbara, Catalina, San Diego, the Sea of Cortez after trailering down Baja, and Alaska to Glacier Bay after trailering to

Prince Rupert in Canada. It's been great fun.

If anyone wants to read about our 14-month trip, send for Y-Not-Twice, c/o Dorothy Reeve, 796 E. 5th Street, Apartment 2, Chico CA 95928. Seven dollars includes the postage and handling.

Dorothy Reeve Chico

Dorothy — Our check's in the mail.

P.S. We're also sorry about getting this letter printed so late; we lost it behind a desk for a few months.

Latitude 38 welcomes letters on matters of interest to sailors. Letters received are presumed for publication unless otherwise indicated. Please be sure to sign your letter and, if possible, include a phone number. Letters without time value are sometimes held for several months before publication. We reserve the right to edit all letters.

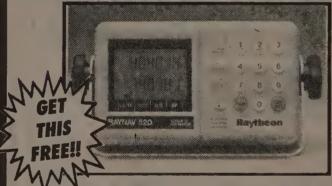
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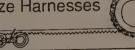
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LOOSE LIPS

By George.

Georgs Kolesnikovs, who skippered the trimaran Great American to a new New York to San Francisco sailing record last May, departed the Bay for his adopted hometown of Niagara Falls, Ontario. Since his arrival in the Bay, he's been hard at work on a book about his trip, as well as looking toward possible future sailing endeavors. At this writing, he had a prospective buyer for the 60-ft Shuttleworth-designed 'American "who hopes to crack Northern Light's 136-yearold Cape Horn record from San Francisco to Boston, but still needs to complete funding," says Georgs, probably reflecting on the same problem that delayed him from leaving New York until mid-March, two months later than originally planned.

"If I still own the boat next summer, and have found a sponsor, I'd like to take a crack at the singlehanded sailing record between San Francisco and Japan," he continued. (Eric Tabarly set the mark of 39 days for the 5,000-mile passage in 1969.) He's also contemplating another major challenge, like being the first man to sail around the world in less than 100 days, an undertaking he calls "the most significant sailing challenge remaining in this century."

The reading room.

Did you catch Orchard Supply Hardware's TV ad for bathroom fixtures last month? Running on one of the morning talk shows, it opened by panning over a group of multicolored toilet seats, then shifted to accessories, like towel holders, fancy lighting and a magazine rack. You'll never guess what magazine was front row center in the rack for the first throne-sitter to grab. Yup, Latitude 38.

Wooden ships, iron maiden.

Last summer, when Ann Liardet and her fiance pulled into San Francisco after sailing nonstop from New York around the Horn, it was widely noted that she was the first woman skipper to sail the clipper

Naturally, the male pigs who wrote such drivel were wrong once again. (Oh, we noted it too? Well, heh, heh, what's a few innocent mistakes among friends?) The correction worth noting appeared in the letters section of the latest Sailing magazine.

"Ms. Liardet is, quite probably, the first woman to skipper the entire route, but she is not the first woman skipper on the route. Those

laurels went to Mary Patten nearly 133 years ago.

"Mary Patten assumed the captaincy of the clipper ship Neptune's Car after her husband became ill. She rounded the Horn after 40 days of strong gales, arriving in San Francisco November 15, 1856, second in a three-ship race. At the time of her voyage, she was 19 and pregnant. The hospital of the United States Merchant Marine Academy is named for her. There is also a wonderful children's book about her, Lasko's The Strange Voyage of Neptune's Car."

— christine p. benagh washington, d.c.

Image and reality.

"Sailing conspicuous consumers eagerly believe the advertising image, which suggests that sailing is riskless, comfortable, always conducted in nice winds under a blue sky, and so simple it can be self-taught. Inevitably, and sometimes in terror, they discover that this glamorous picture is not true. They give the boat away and spend the remainder of their days badmouthing the pastime for not fulfilling their unrealistic expectations."

- John Rousmaniere, writing on the future of the sailing industry in the latest issue of Sailing Scene.

Bumper sticker of the month.

"My wife said if I went sailing one more time, she would leave me. God, I'm going to miss her!"

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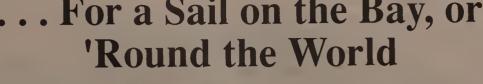
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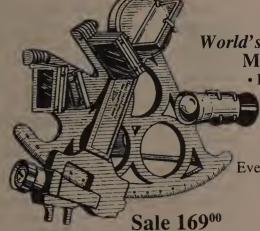
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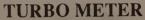
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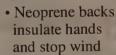
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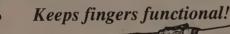
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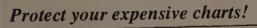
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SIGHTINGS

pier pressure

As a city known for its world class sailors, San Francisco has very little to show in terms of a civic yachting center. There are private clubs along its shores, such as the St. Francis and the Golden Gate, a boat yard down in China Basin and a sprinkling of marinas, of course. Yet there's no banner headline kind of place to host major yachting events like the America's Cup, should it ever make its way out of court, or a stop on the Whitbread Round the World Race.

Bob Scott, the Sausalito businessman who brought us the USA/Golden Gate Challenge during the 1986/87 America's Cup, wants to change all that. Shortly after GGC's front-ruddered 12-Meter was eliminated from the challenger races off Perth, Australia, Scott and USA skipper Tom Blackaller started promoting the idea of a major facility in San Francisco. The proposed site was the dilapidated Piers 24 and 26, located directly under the Bay Bridge. Even if San Francisco wouldn't host that America's Cup, Scott and Blackaller figured this is such a great place to sail that major competitors and sponsors would find it hard to resist if there was a facility to handle a big time event.

The plan, called Gateway Pacific, called for a 122,000-square-foot international maritime and exhibition center for boat shows, historical displays, marine trade exhibits and world class racing events. For sailors, there would be a yacht harbor, yacht pens, sailing schools and boat rentals. For everyone, there would be an international trade center, and a Pacific Rim Village highlighting products, foods and cultures of the Pacific Rim. The complex would also house the headquarters of the Gateway Pacific Foundation, a Peace Corps-like effort to address problems of the Pacific Rim nations. Throwing in

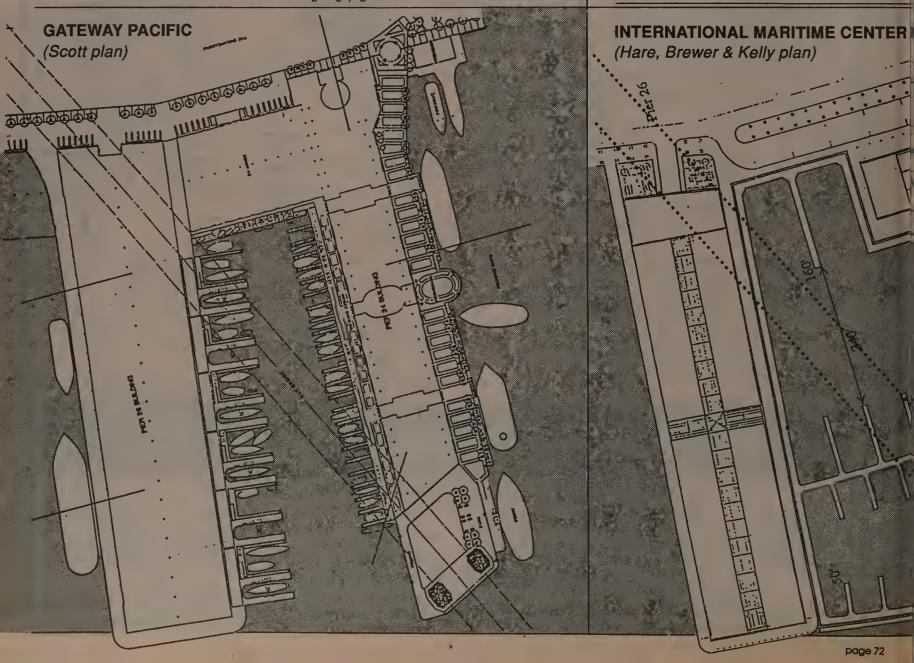
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an admirable

An admiral display of corinthian spirit and goodwill was shown recently by the members of the Morro Bay Yacht Club. When they heard news of the big quake that struck near Santa Cruz, they immediately put together a major relief effort of much needed supplies and cash.

Just a few short days after the quake — indeed, as aftershocks continued to rumble through the harbor here — two truckloads of tents, blankets, jackets and other vital supplies arrived in Santa Cruz along with an envelope bulging with cash donations for the Red Cross.

It all started with a phone call from Morro Bay to the Santa Cruz YC. SCYC member Richard Shaffer was serving as Officer of the Day and he immediately began organizing the relief effort from our end. He told our friends down south that although the harbor had sustained major damage, the yacht club came through with only minor cuts and bruises. It was the people who had lost homes and belongings that needed the assistance, so the relief effort was geared



display

toward them.

Shaffer arranged for warehouse space near the yacht club and in a few days the trucks from Morro Bay showed up packed full of much needed items, all clearly marked and palletized. Within a week of the disaster, the supplies and money were helping those who needed it most.

Our yachting friends at the Discovery Bay YC also had a direct hand in helping earthquake victims here in Santa Cruz. The members of their cruising fleet were all just sitting down for their annual cruise-in dinner when the clubhouse began to do its earthquake dance.

It was obvious SCYC would be unable to feed them that night, so they headed back to the docks to fend for themselves. A week later, we received a letter thanking us "for putting on an exciting show". Included was a check for \$475 which was turned over to the Red Cross.

The members of the Santa Cruz YC and I'm sure the citizens of this county cont'd center of next sightings page

pier pressure — cont'd

with Scott in the effort were architects Tom and Ted Eden (owners of the classic yawl Santana), the Martin Group (a hot East Bay development company) and Pacific Union (developers of Opera Plaza and owned in part by racing sailor Peter Stocker).

Scott even laid the foundation for the center's first major regatta, the Pacific Rim Cup for 12-Meter yachts in the fall of 1990. The regatta would complement the third biennial PacRim conference of major political and economic leaders. The first conference was held during the Perth America's Cup and drew such luminaries as Australia's Alan Bond and New Zealand's Michael Fay. Scott predicted the 1990 version would also draw top politicos, including President Bush and Soviet Premier Gorbachev.

This blockbuster proposal, which had a price tag in the \$35 million range, received favorable reviews under the outgoing Dianne Feinstein administration. Unfortunately, the change in City administrations delivered a new twist to the Pier 24/26 saga. On January 3, 1989, the San Francisco Port Commission issued a request for alternative proposals to develop an "International Maritime and Yachting Center" on the site. Two other groups submitted plans. What seemed like a cakewalk for Scott has turned into a dogfight.

Hare, Brewer and Kelly, Inc., a peninsula real estate firm, came forward with plans for a three-story complex on Pier 26. Included were office space, retail shops, restaurants, a health club and a maritime pavilion for exhibits and shows. They also wanted to tear down the condemned Pier 24 (Scott's plan called for it to be repaired) and put in a breakwater for a 50-berth marina.

cont'd next sightings page



pier pressure — cont'd

Also in the running, and the plan which was recommended in September by Port Director Michael Huerta and his staff, is the Koll plan. With the support of sailing maven Gary Jobson and even Scott's fellow St. Francis YC member Kevin O'Connell, the "San Francisco Sailing Center" would also tear down Pier 24 and replace it with a 107-berth marina. Instead of relying on offices or a trade center for revenue, though, the Koll group pitched for a 170-room hotel on Pier 26.

"We liked the idea of having something to subsidize the sailing center," says Port of San Francisco spokeswoman Wendy Iwata. "Scott's trade center relies on an unproven market."

In addition, the earthquake has delivered a \$61 million repair bill to the Port's 7.1 miles of coastline. Huerta's office liked the Koll plan's projected rent payments of more than half a million dollars compared to Scott's \$348,000.

Scott, needless to say, was flabbergasted. For one, the waterfront hotel, he says, will never fly. San Franciscans kicked the hell out of the idea for a 500-room hotel on Pier 45 back in 1986, and the commercialism of Pier 39 still doesn't sit well with those who see the waterfront as a place for maritime activities. The Koll proposal calls for a non-union lodge, to boot, which flies in the face of reason in such a strong union town.

Ryland Kelly, president of Hare, Brewer and Kelly, agrees that the hotel idea counters City policy, as well as the wishes of the Bay Conservation and Development Commission (BCDC). He adds that the removal of Pier 24 is the only environmentally approvable solution. It would also be the only way, he maintains, to create a viable yacht harbor.

On December 11, the San Francisco Port Commission board members will vote on which plan to adopt. One of them, Doug Wong, has disqualified himself for conflict of interest, which creates a pressure cooker for the remaining four. Kelly, for one, fears that fallout from the earthquake, namely the concern over the Embarcadero Freeway, will delay a decision. That would drag things out even more. Scott, who once thought he had it all wrapped up, is still optimistic. But life on the waterfront, as Brando discovered so many years ago, can be tough.

- shimon van collie

the fickle finger piers of fate

With the above project in mind, and now that we think about it, doesn't it seem like a lot of the San Francisco waterfront is old and dilapidated? Once a bustling port whose many piers were abuzz with longshoremen offloading freighters, a quick accounting these days reveals a virtual ghost town from the land out. Though several have found new life housing commercial or nonprofit businesses — Pier 7, for example, will soon be back in operation as the Bay's longest fishing pier — more than a few of San Francisco's once active piers remain condemned (or nearly so) derelicts.

"That's one of the reasons the Port is interested in projects like those proposed for Piers 24 and 26," says Port of San Francisco spokeswoman Wendy Iwata. She went on to explain that the dawn of the container era about 20 years ago spelled doom for traditional methods of loading and unloading cargo. Containers spawned a whole new generation of deep-draft ships and loading equipment that the finger piers weren't set up to handle. To be sure, San Francisco kept pace, building the big container facility in China Basin, where shipping activity continues as busily as ever. Many of the piers north of that were simply left to sit until somebody could come up with a better idea.

Wendy also shed light on something we've wondered about for a long time: the weird numbering of the finger piers. The odd-to-the-north, even-to-the-south numbering used to screw us up something awful when we were trying to get somewhere. The explanation of why it was done, as we should have suspected, was simple.

"Back in the days when the ferries were the way to get around, the Ferry Building was a focal point," says Wendy. As the City grew and the number of passengers increased, Pier 1, just to the north, was added. When the need for a second pier came about, Pier 2 was built on the other side. And so it went. "Since the goal was to keep each additional pier as close to the Ferry Building as possible, piers on both sides grew more or less equally" says Wendy. At first

cont'd next sightings page

admirable

congratulate these two groups for their assertiveness and generosity.

— tim o'neill, manager, scyc

Tim — Though, as you observed, your letter got here well after the normal deadline, its message was worth some rearranging on



do it yourselfer

Careening is as old as sailing. Normally, the practice involves running a boat into shallow water and letting her lie on one side when the tide goes out. The exposed bottom is scraped and painted, the boat is refloated, and on the next low tide, laid on her other side and the process repeated.

Depicted in the accompanying photograph is a 'one-step' careen. To hold *Vela* upright, this enterprising sailor has secured a number of lines and halyards to docks on either side of the boat. Then, using a powerwasher run by a little gas pump in a beached dinghy (just out of the picture to the right), he was just completing the bottom cleaning. With a quick coat or two of bottom paint, he was all set for another year of smooth sailing by the next high tide.

- cont'd

our part to be included in this issue. Please add our congratulations to the Morro Bay and Discovery Bay yacht clubs. As for other yacht clubs and marine organizations, we'd be glad to note similar contributions to earthquake relief if you'll mail or FAX us a note with the particulars. — Ed.

fickle piers — cont'd

the numerical designations were simply a chronological accounting. Later, the odd/north, even/south designations — with the Ferry Building as the starting point — became official. And now you know the rest of the story.

freedom of choice

When George and Brenda Milum, late of Lafayette, decided it was time for The Big Cruise, a rather large obstacle presented itself almost immediately—try as they might, they couldn't find a boat they liked. So in a moment of cont'd next sightings page



choice - cont'd

strength (or weakness, depending upon which one of them you ask), they decided to have their dream boat built. At the time, they could only think of the advantages of the decision: they'd get just the boat they wanted; appoint it and outfit it just like they wanted; know exactly what they had from square one; and enjoy the satisfaction of seeing the project through to completion.

What they didn't think a lot about was the million and one decisions that would have to be made to start and keep the machinery in motion; the inevitable delays in getting the proper fittings and parts; and the "Murphy factor" —— how flipping long it would take to work the bugs out of all those new systems and the boat itself before they could cast off for good.

To be sure, all the positive aspects of the undertaking eventually came to pass with the completion of Avatar, a 46-ft Gary Mull-designed center-cockpit

cutter that was due into Mexican waters early last month.

Two unusual features that set Avatar apart from most other local cruising boats are its construction — aluminum — and the fact that it was designed and built totally in Northern California. The Millerick brothers' Coast Marine Construction of Sebastopol did the tin-banging starting in 1987. The boat was launched January 21 of this year.

"We chose aluminum because it saves money, saves weight and saves worry," says George, a retired Safeway engineer who was active in virtually every stage of the building process. "In terms of maintenance, it saves time, too." That reference is to the type of aluminum used in the hull — known as alloy 5086 — which doesn't require paint. Instead, it forms a light, protective layer of oxidation. Not all that attractive, George admits, "But in a lot of places,

I'd just as soon the boat would look a little scruffy."

Down below is another story. With her many deck hatches and light-colored bulkheads, Avatar has one of the brightest, best ventilated interiors we've seen in a long time. Yacht Masters of Vallejo did the interior plan. Cabinet maker Bruce Brudvig did most of the actual building and finishing, which features oak trim in and around the predominantly white bulkheads and counter surfaces. Even the engine room, whose centerpiece is a Yanmar 66 Turbo diesel, is big, airy — and so spotless you could eat off the bilges. We were afraid to for fear we'd get crumbs in them.

Upon launch, Avatar (a Hindu word meaning "embodiment of a dream or idea") proved a comfortable, able sailor, though the Milums decided she was a bit on the tender side. So it was back to the San Leandro Rifle Range to supplement the 12,000 lbs of spent "artillery" already in the keel with another 1,000 or so. Don't laugh — buying lead this way costs about a quarter of the going rate at a scrap yard. Frugality and hard work got them this far, observed Brenda — "I even made the kids re-use lunch bags" — they weren't about to

Though it's immensely satisfying to have seen the project through to fruition, it's worth noting that they wouldn't do it again. "If I knew then what I know now, we'd have definitely shopped around until we found what we wanted in a used boat," says George. Brenda adds, "We could have left last year, and wouldn't have gone through nearly the headaches." A prime example of the "Murphy factor" was the non-functioning depth sounder. With all the other delays, the unit had sat in its box so long while the boat was being built that it was out of warranty, for one thing. Then, when they determined that the digital readout module was the culprit and sent for another, George spent the better part of a whole day disassembling, soldering and reassembling the unit, only to turn it on and discover they'd been sent the readout grid for a knotmeter!

That was all history when we talked to them just prior to their departure in September. All systems (well, almost all) were go by then, including a Hood stowaway mast, roller furling headsails, Kubota generator, watermaker and scuba compressor. With most of the latest in electronic navigation, this is obviously a serious, well-equipped cruiser. Principle dimensions of the boat are 46'7" LOA, 37'6" LWL, 13'6" beam, 6' draft and displacement of 26,000 pounds

Short-range plans are to fly their grown kids, Jeff, Dave and daughter Lee, down to Zihuatenejo to spend Christmas aboard. Long range goals include the South Pacific (especially Pitcairn Island), the Mediterranean and possibly the Baltic. If they feel the need, they may break up that ambitious itinerary by basing the boat in Florida for a year or two.

ultimate fleet

Last year, two local boats — Russ Silvestri's Team Dickies and Russell Long's Duraflame — each won a regatta in the abbreviated three-race Ultimate Yacht Race circuit, making San Francisco Bay (in our minds at least) the unofficial capital of Ultimate 30 racing in the country. That title will be even more deserved in the next few months, as two more local Ultimate 30s are currently under construction.

The first of the two sistership Carl Schumacher designs is being lofted at Richmond's busy Cal Coast Marine. Tentatively named *Point Richmond Racing Team* (until title sponsorship is found), the boat belongs to Express 27 sailor Leon Daniel and sailmaker Bruce Powell. "It'll be more like *Duraflame* than *Flyer*," was how Leon



growing

summed up the new design. "Where we're different will be our ability to go upwind, something that existing 30s don't do very well. We're hoping to actually plane upwind."

The 30-foot ultra-ULDB will measure in at the 2,000-pound minimum class weight, sporting a 50-foot rig towering over a 450-pound hull. About 500 pounds of lead will sit at the bottom of a 7-foot daggerboard; most of the boat's stability will come in the form of 1600 pounds of crew weight (8 or 9 people) perched out on the racks. Sponsors of the project thus far — all of whom have donated their products to the cause — are Pegasus Marine (carbon fiber), Divinycell Corporation (foam), Gougeon Brothers (resin and technical assistance), Ballenger Spars, cont'd center of next sightings page

ones of a kind

California may deserve its place as the punch line of jokes about gays, weird fads, airhead valley girls and the like. But we also deserve our hard-earned reputation for innovative thinking and new ideas. Even among the local sailing community, we here at Latitude have run many stories over the years recognizing such developments as the radial-head spinnaker, a self-contained propane bottle that doesn't need a separate locker, and a front-ruddered America's Cup boat that came this close to blowing everybody's socks off in Australia. To continue the tradition, here are couple more unique businesses operating right under our collective noses.

MT Head — "Noses" is certainly an applicable lead-in here. For a small monthly fee, this new service will keep your holding tanks empty. The brainchild of Curt Carlson and Rick Mortimer, MT Head has been operating on a trial basis since about June. Though they just "went public" last month, they already service nearly 100 boats a month, which makes it darn near time to add a second boat.

Currently, Rick runs the 18-ft aluminum pontoon boat SS Relief while Curt holds down a regular job and runs the business end. Equipped with a suction cont'd next sightings page



ones of a kind — cont'd

pump and 500-gallon capacity, 'Relief services an average of three to four boats a day. Being trailerable, it's easily transported to any marina. Once in the water, 'Relief will suck all the accounts in the surrounding area dry before going back on the trailer. Once the tanks are full, Rick just proceeds to the nearest pump-out station to discharge the load.

"The pump-out stations like the idea, the boaters like the convenience—and the BCDC loves us," says Carlson. Prices range from \$12 for once-a-month service to \$35 for four times a month. For more information, call Curt Carlson

at 498-3951.

Sausalito Drydock — Though it's been a part of the Sausalito waterfront for 4 1/2 years, we've only recently become aware of Dave Barrett's Sausalito Drydock operation. Which is somehow fitting, since he has only recently

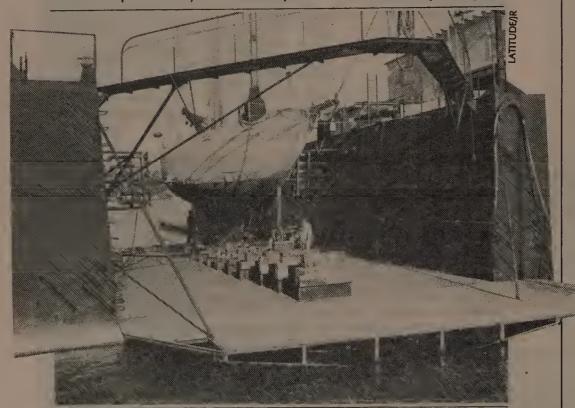
started servicing sailboats.

Barrett and an engineer friend thought up the idea for the drydock operation in 1984. Though no formal plans were ever drawn, the engineer just sketched out the basic structure on steel plate and Dave cut and welded the pieces together. In his spare time, the former property manager of Onshore Marine built the 30 by 80-ft, 95,000-lb drydock on property now occupied by Schoonmaker Point Marina. Construction took 1 year and about 3 1/2 miles of welding bead. "And I know every inch of it," laughs Dave.

In case you're not familiar with how a floating drydock works, as you can see, it is essentially, a big, U-shaped boat (requiring documentation just like any other vessel) with open ends. To operate, the drydock sinks to a predetermined level, allowing a boat to enter. The water is then pumped out

and the drydock rises.

Though Dave's bread and butter is fishing boats, in the last year or so, Sausalito Drydock has become known to the classic yacht set, as well. One reason is the support system, which is similar to a marine railway in that keel blocks are placed every 5 1/2 feet to spread the load out evenly through the



Sausalito Drydock.

hull. Barrett and Bill Crake, "a good friend and an honest, honorable man", form about 95 percent of the work crew on the Drydock, although owners are also welcome to work on their own boats.

The Sausalito Drydock operation occupies about a 30-yard section of the west side of the Sea K Fish Pier (next to the Bay Model). It can accommodate vessels up to 80 feet and 250 tons. For more information, call 331-1289.

ultimate — cont'd

Larsen Sails and Awlgrip Paints.

Hull number one should be completed by the end of December, leaving enough time to tune up for the first Ultimate Yacht Race of the 1990 season, a week-long event on the north shore of Oahu during the first week of April. Will Baylis has been selected to steer the new boat; the crew has yet to be picked.

Hull number two will be built for Colin Case, a principal in the '89 U.S. Admiral's Cup and owner of National Biscuit. Case is also beating the bushes for a sponsor; he, too, hopes to make it to the Hawaii opener with a crew that will include Steven Badell

and Tim Parsons.

"The Ultimate fleet is growing by leaps and bounds," claims Leon, who notes that a dozen U-30s are being built in England. According to Leon, other local efforts are underway by Russ Silvestri, who's trying to procure financing for an lain Murray design, and Kimo Worthington, who's working with Pendragon's John MacLaurin on putting together a Laurie Davidson designed 30.

old,

In a significant move in October, the Master Mariners Benevolent Association (MMBA) agreed to change their bylaws to accept San Francisco-built fleet boats 50 years or older. This long-awaited change allows Bears, Birds and Golden Gates to become active members of the association.

Before the move, these and other oldie fleets (non-indiginous designs like Knarrs, Folkboats and IODs) were allowed cruising status in MMBA, but couldn't race. Although they fulfilled all other MMBA criteria — designed or built before December 7, 1941, of materials in use then — their status as active one-design fleets in YRA made them ineligible. Once a fleet lost its one-design status (an inability to get an average five boats on the line for each race of the

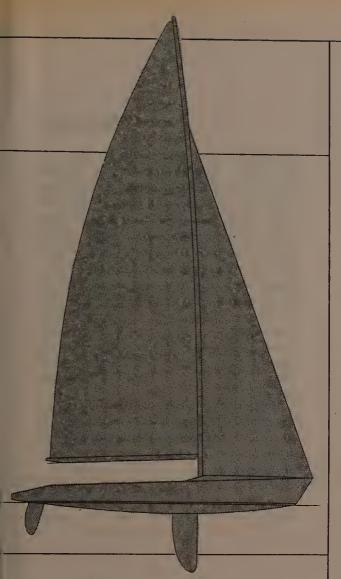
will it

Compared to the legal twists and turns of the San Diego / New Zealand America's Cup of 1987, San Francisco's Lombard Street could be considered a straightaway.

The latest turn of events is the somewhat shocking announcement by the Appellate Division of the New York Supreme Court that it would permit New Zealand to take its case to the New York Court of Appeals, the last possible — honest — legal resort.

Only two months ago Michael Fay's lawyer admitted that his New Zealand





bold fleets

season), individual boats of a former fleet could become active MMBA members. The Farallon Clippers are a good example of a long-defunct one design fleet whose boats remain active in — and largely because of — MMBA.

"Everybody is happy about the change," says former MMBA commodore Diane Brenden. (Current commodore Bill Rickman, out for a few days of sailing, was unavailable for comment as we went to press.) "It will really help preserve these boats, which is the whole purpose of the Master Mariners."

Boats from the three fleets must apply individually for membership, but will be given their own fleet starts at the annual Master Mariners Regatta on Memorial Day.

ever end?

clients only had a 10% chance that their case would make it to the Court of Appeals.

But surprises have been the only constant of the 1987 America's Cup (or Not America's Cup, depending on the ultimate legal decision). To recap, everybody laughed when Fay challenged with his monster boat until Judge Ciparick ruled it legal. Dennis Conner and the San Diego YC laughed when they whipped the Kiwis in two straight races with their controversial

cont'd center of next sightings page

'tis the season

If they've not left yet, those headed to Mexico will soon be on their ways south. During a recent bon voyage party for some friends doing just that, we got to wondering about what might consititute the ideal gift for folks about to take off. Though partially brought on by the spirit of the season, we have to admit that seeing the bottle of wine we picked up on the way down to the party anonymously join three or four others on the galley counter had a lot to do with it, too. So we consulted with those folks and other cruisers and came up with the following guidelines and suggestions.

Three things to keep in mind when considering a going-cruising gift are: 1) By the time they're packed, cruisers don't have a lot of extra room aboard, so don't get anything big. 2) Because of space limitations, everything that is aboard is there for a reason. People who have just sold the dog and the TV will probably not appreciate rubber chickens and other gag gifts. 3) Unless blood relations or other special circumstance dictates it, you don't need to spend a lot of money on a gift. That's not why you were invited.

Here are a few — wow, actually quite a few — small, useful and cheap-to-moderately-expensive gifts our cruisers liked or wish they'd received. Now that we look at the list, some of these wouldn't make half-bad Christmas presents for your favorite boater, either.

Cassette tapes — Always welcome, assuming the boat has a tape player. Prerecorded music is the easiest, or you can personalize the gift by recording a medley of favorite individual selections. Another great idea: tape a favorite radio station or show, commercials and all. You'd be surprised what a slice of home something like KFOG's "Psychedelic Supper" or KRQR's "Rocker Hot Lunch" provides in some far off anchorage. Blank cassettes also make excellent gifts, since many cruisers mail them home as talking letters.

Liquor — This one certainly depends on the cruisers' taste. Wine, as we said is a frequent gift, which is fine if the cruisers plan to enjoy it before or shortly after departure. Otherwise, it's awkward to store and can go bad after only a few weeks in warm weather. On the other hand, the hard stuff like a favorite brandy or rum, keeps well and can always be used for entertaining even if the cruisers themselves are infrequent imbibers.

Grocery Store Items — Items common here but scarce in Mexico make great gifts. Condiments like soy sauce and spices such as rosemary and thyme are examples. Joy soap is popular because it sudses up in salt water; Ivory is popular because it floats. Among the most coveted items of this genre are Ziploc baggies. Unavailable in many countries, these are great for keeping everything from ship's papers to sandpaper to small cameras dry — as well as doing their normal duty in the galley. We've heard of locals rescuing used Ziplocs out of the trash to wash and re-use over and over.

Boat Gear — Cruisers that don't think they'll need one will thank you till doomsday for a Windscoop. Though many boats will already have a Sunshower aboard, they don't last all that long and a replacement would be nice to have stowed away. If you know the boat and its equipment, a rebuilding kit for a pump or other gizmo could be a godsend somewhere down the line. If you don't know the boat that well, an assortment of generic fasteners (screws, nuts, etc.), different size hose clamps or a package of plastic tie-wraps will warm the cockles of any cruiser's heart. Lastly but not leastly, flags. Even the best-made stars and stripes wear out after a couple of seasons of crackling at the stern, and one guy we know had to use an old yellow Baja HaHa T-shirt when his "Q" (quarantine) flag flapped its last. To underline the importance of getting courtesy flags in advance, that same cruiser, now in his sixth year on the go, said "If you don't believe it, try to find a Belizian flag in Mexico sometime."

Personal Gear — Walkman stereo tape players — small, great sound, and they don't intrude on anyone else's "space." (They also aren't cheap.) Canvas sunhats are like Windscoops. You don't think you'll need them here in the cold, but in Mexico they're indespensible — and unavailable. Ice picks, canvas ice bags, small backpacks, "bricks" (packs) of film, fishing gear and small AA-battery powered flashlights (plastic, not the trick aluminum ones which corrode shut after a few months) are all popular.

Books — Carl Franz' People's Guide to Mexico book was in constant use on one cruising boat we know of. Books on shell identification are nice for

cont'd next sightings page

'tis the season — cont'd

collectors. Books on fish identification are nicer, especially if you're not sure if what you've just hauled into the cockpit is edible or not. Once you figure that out, a seafood/ sushi cookbook could be useful. Books of crosswords or other puzzles can help pass the time, as can any of the popular paperbacks. However, unless it's a hard-to-find favorite, we'll have to call paperbacks last resort gifts — after all, they're readily available at almost every port and by trading with any other cruiser.

cont'd next sightings page

catamaran. Fay had a bigger laugh on

will it end?

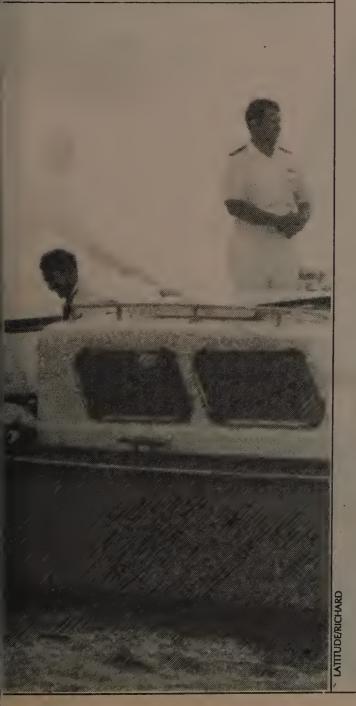
March 28 when Judge Carmen Ciparick threw the San Diego victory out and gave the Cup to the Kiwis. But before the 'Auld Mug' could make it to the Southern Hemisphere, the Appellate Division of the New York Supreme Court voted 4-1 to overturn Ciparick and give the Cup to San Diego. At that point legal experts pretty much figured the gig was up for Fay and the Kiwis. But nobody ever really knows



- cont'd

The other affect of the announcement is the possibility of yet another delay in the running of the next Cup. San Diego was originally supposed to reap the multi-billion dollar windfall for hosting the Cup in 1991. Now it's back to uncertain if they'll get to play host at all, and if so maybe not until 1993. America's Cup heavy hitters, you see, have pretty much agreed that no defense can begin until 24 months after the lawyers have sung.

The surprise decision from the New York Supreme Court came as representatives of 10 possible United States defense syndicates met in San Diego to discuss the selection trials. As might be expected, none were thrilled with the news that the Cup chase might once again take them halfway around the world.



'tis the season - cont'd

Toys and Other Indulgences — Playing cards, a kite, a box of favorite candy bars or the like will be appreciated down the line. If Trivial Pursuit is already aboard, maybe a "Baby Boomer" or "Sports" set of cards would be appropriate.

Other Stuff — One cruiser we talked to said he never used the thermos they brought. Another says he doesn't know how he would survive without his. If you decide to give one, make it a quality brand with a wide-mouth and "full metal jacket." Not only will it keep soup or coffee warm well into those night watches, it can also help in meal preparations in a cramped galley. Among other tricks, the thermos-loving cruiser cooked in his: pour in rice, then boiling water and in a couple of hours, prestol — cooked rice. American stamps are useful. Of course, they're no good for getting mail out of a foreign country, but cruisers usually deluge anyone going back home with their mail, to be dropped in the first available American mailbox. No matter what you may think when you're in one, the U.S. Post Office is the cheapest and most dependable in the world. Do lunch — if time permits, a terrific gift is to take your departing cruising friends out to lunch or dinner prior to departure. Many cruisers get so wrapped up in provisioning and readying the boat that they eat on the go or not at all. A good meal and an hour or two respite from the boat is great for relaxing frazzled nerves. Cigarettes and girlie magazines may be a bit eccentric as a gift, but they are still useful barter items in Mexico. Some lobster and shrimp fishermen won't trade for anything else but those or dolares. And speaking of that, if none of the foregoing appeals, it's always nice to receive money, either as greenbacks or a gift certificate from a chandlery or other marine outlet.

Unsuitable Gifts — True, it's the thought that counts, but even in Santa season, send-off gifts exist that will be, uh, less appreciated than others. To save you any undue embarrassment, we've included a few of them here: pinball machines, German Shepherd puppies, satellite dishes, anything "yachtie" (especially Greek fisherman's caps), a subscription to Soldier of Fortune magazine, bowling balls, and any books whose main characters are sharks or pirates.

Finally, despite differences in taste, opinion and how well the boat was equipped to begin with, the cruisers we talked to were in unanimous agreement on the best farewell gift of all: that those invited to the going-cruising get-together simply show up to wish them fair winds and vaya con Dios. The rest is just icing on the cake.

it's not just a job, it's an adventure

The Peace Navy must have put a helluva hex on the United States Navy, because the men in blue just haven't been able to do anything right lately.

After a series of serious accidents killed 10 people and injured at least 71 others around the world, the Navy called for an unprecedented halt in normal operations. Some Navy supporters initially contended that the toll wasn't really that high; then they were reminded we're not actively at war with anyone.

The Navy halted operations for a two-day "stand-down" so everyone could brush up on safety. But they must have a triple-hex on them because during the first "stand down" day, a 36-foot special operations naval boat was swamped on Virginia's ferocious — in the name of John Paul Jones say it isn't true — York River. Fortunately, the 10 sailors aboard were picked up uninjured, except for hemorrhaging pride, by a Virginia Institute of Marine Science vessel.

The spread photo? Just another recent Navy misfortune, when a destroyer shore boat conked out. We offered to run the guys back out to their ship in our dinghy, but they were so embarrassed they decided they'd rather pull their arms out of their sockets trying to hang onto the buoy.

zero intelligence wises up

On November 3, the U.S. Coast Guard, in cooperation with the U.S. Customs Service, announced a new procedure in its Zero Tolerance policy on cont'd next sightings page

zero intelligence — cont'd

drug possession and vessel seizures.

Under the new procedure, the Coast Guard will issue a summons rather than seize the vessel when the personal use of a controlled substance is detected. The new procedure, effective immediately, will apply to all vessels.

However, there are exceptions to the new procedure, as when the master or person in charge of the vessel is found to be in possession of a controlled substance, or when those on board appear to be impaired from substance abuse, or when the master or person in charge refuses to sign the summons form. The vessel also may be seized if records show that the vessel has received a prior summons or the master or person in charge failed to respond to a summons or pay penalties.

cont'd next sightings page

final

'Twas the month before Christmas, and all through the Bay, A nice breeze was stirring On a fine sailing day.

No, no, we're not going to get mushy and sentimental on you. But we can't help feeling the holiday spirit already in late November. (Maybe it's all the Christmas tree places that sprouted up the day after Thanksgiving.) Anyway, before the spirit of goodwill toward everybody gets crushed to a pulp in the jungles of Christmas shopping, we



thoughts

want to express our sincere gratitude to all our readers and advertisers for your patronage, support and participation. Even if your opinions weren't necessarily those of the management, it was never boring.

Our final two-cents worth for 1989: whether you're a beginner or old salt; a racer or cruiser; whether you go sailing with friends, family or by yourself, it really doesn't matter what you sail. All that matters is that you sail.

Have a good year.



zero intelligence - cont'd

The Customs Service will continue to apply all fines and penalties as prescribed by public statute.

The Coast Guard said that the changed procedure enhances the drug interdiction effort and the Zero Tolerance policy, and provides a reasonable and equitable approach to improving maritime safety by removing substance abuse from the waterways. It is also in keeping with the President's goal of holding drug offenders accountable for their actions.

— u.s. coast guard

short sightings

SAN FRANCISCO — Inter-agency screw-ups between the Army Corps of Engineers and the Environmental Protection Agency are being blamed for an additional two-year delay in critical dredging of the Oakland and Richmond Harbors, as well as the inadequate monitoring of possible illegal toxic dumping. This according to a report recently released by the General Accounting Office. So what else is new?

SAN DIEGO In late September, a 21-ft sailboat with seven people aboard sailed between a tug and its tow. The barge hit the boat, dismasted it and nearly crushed it, but miraculously none of those aboard were injured. Five of the seven scrambled aboard the barge. The boat was towed out of harm's way by a commercial towboat that was nearby at the time.

BAY MODEL — In conjunction with its 10th Anniversary celebration on November 11, Sausalito's Bay Model inaugurated several new exhibits, including interactive videos, walkman tours in five different languages, and even a video game simulating the Corps of Engineers debris-pickup boat activities. If you've never been, the Bay Model is just that, a huge molded concrete model of the Bay that sprawls over 1.5 acres. Built in 1956, it enabled scientists to study tides and currents, and to predict, for example, where a slick of spilled oil would come ashore. Though computer models are used for that these days, the Bay Model is still makes for a fascinating study of tidal action for small boat sailors. The Bay Model is open pretty much year round, except for the last two weeks of December when they close up for the holidays. For more information, call the Bay Model at 332-3871.

ANCHORAGE — Lawyers for Joseph Hazelwood, who you'll remember was the captain of the Exxon Valdez, are trying to get his case thrown out of court. They contend, among other things, a flawed sobriety test and immunity from prosecution under an odd law that, to encourage self-reporting of environmental calamities, provides protection. Hazelwood did report the March 24 grounding and revelation that "evidently we're leaking some oil". State lawyers contend discovery of the spill was inevitable. Hazelwood's trial is set for January 22.

THE DELTA — As well as being a summer wonderland for boaters, the Delta supplies about 45 percent of the state's irrigation water and 40 percent of the drinking water. Those are two major reasons state and federal officials are worried about what would happen if an earthquake ever really shook this area. (The last one didn't.) One can imagine that Delta levees, built of earth dredged from the river bottoms, would crumble like sand castles in a substantial shake. So far, though, none of the five faults that run through the Delta, or the big San Andreas and Hayward faults that run near enough, have produced a rumbler that's damaged any of the levees. This includes a 5.8 shock on the Green Valley fault (near Benicia) in 1980. But the threat is definitely there; officials are definitely concerned — and nobody is quite sure what to do about it.

OFF SAVANNAH — Don Bothell, Paula Carroll and her 13-year-old son Jason had a lot to be thankful for this past Turkey Day. On Wednesday, November 22, they were on a passage south from Baltimore when their 43-ft wooden ketch Ascension started descending, taking on water in heavy seas. They threw some supplies in a liferaft, set off their EPIRB and abandoned ship. Fortunately, the Coast Guard picked up their emergency beacon signal and within four hours the three were plucked from their liferaft about 35 miles southeast of Charleston. That evening, the Coasties treated the trio to what was undoubtedly the most meaningful Thanksgiving dinner they'll ever have.

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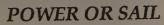
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1989 — THE YEAR

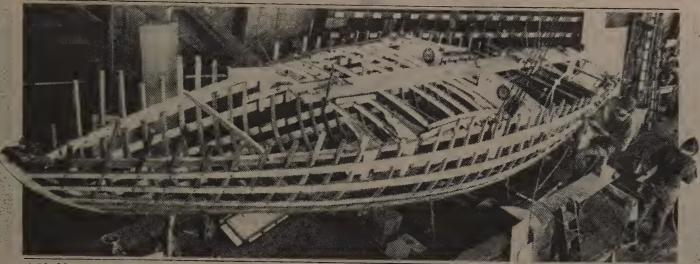


An unusual ad campaign brought the fog back early last year.



If we had only one word to describe the sailing scene in 1989, it would have to be "tumultuous." In JANUARY, between coverage of fun stuff like Antigua Race Week (better late than never — it was held the previous April), Cabo San Lucas "now and then" and the 1988 YRA Season Champions, we ran reports on the loss of the lovely schooner White Cloud, a big pier fire in Morro Bay, and a devastating December wind storm that wreaked havoc all over the Bay. Whew, the only things that could top those would be a hurricane or an earthquake... In FEBRUARY, with five modern boats trying to beat her 135-year-old New York to San Francisco record run, we looked at the short but sweet career of the legendary clipper Flying Cloud. Later that same month, Warren Luhrs' 60-ft Thursday's Child would be the first to break that 89-day mark, esconted into the Bay by the largest spectator fleet we've ever seen... And speaking of legends, we finally cornered Sausalito's Myron Spaulding for a long overdue interview, and revealed Max Ebb's true identity... Finally, the 12-Meter got deep-sixed for a new America's Cup class 75-footer, and we learned that life really is a reach — at least until you jibe.

IN REVIEW



A Bird boat gets rebuilt in Alameda.





Kenichi Horie — 5'3"; 'Mermaid' — 9'.



"'I'll be right back', I told her. 'Keep an eye on the tides', I told her. But noooooo...."

In MARCH, we went truckin' to Mexico towing the world's most thrashed Cal' 25 — and lived to tell about it... The onagain, off-again Baja Sail Week got the green light only days before its Easter Sunday kickoff, ultimately turning out to be one of the best ever... Two treasure ships lost years ago in local waters came one step closer to being found, and a discovery by a charterer in the Bahamas revealed that women baring their breasts to the heavens may be the long-sought cure for a dead or dying breeze. We plan extensive testing in the near future... Proving that sailors are a courageous if somewhat demented lot, in APRIL, Japan's Kenichi Horie departed San Francisco for home — in a 9-ft boat... We dived back into racing coverage with the Ultimate Yacht Race, the Cabo Race and the ever popular Big Daddy Regatta... What started out as a simple idiot's guide to EPIRBs turned into a brutal two-month expose — our Pulitzer should arrive any day... And talking about exposes, sailing widows examined what really goes on at home when the other spouse goes sailing, and "Bounty Mutiny Bicentennial" looked at what really went down aboard that famous ship 200 years ago... Finally, San Diego lost the America's Cup it won in September off San Diego to New Zealand in a New York courtroom. What's wrong with this picture?



Third hull was a charm in MAY when the fifth and final Cape Horn Challenger, Georgs Kolesnikovs' trimaran Great American, arrived in San Francisco in a record setting 77 days. Don Sandstrom's locally bullt trimaran Anduril also arrived back in the Bay after its second circumnavigation... Proving Mother Nature has a sense of humor, it looked like sea lions were going to take over docks and parked boats from Monterey to San Francisco. Oblivious to human eviction efforts, they finally left when the mating urge drove them south. Sounds like some sailors we know... For the second year in a row, a gear-busting breeze ravaged the Master Mariners, sinking one boat and sending the rest of the antiques scudding around the Bay like they were built yesterday... The naked truth became evident in JUNE, that truth being that if you accidentally leave your key in a marina shower, you'll have to go to the harbormaster to get another — even if you are a man using the women's shower and all your clothes are still in the shower stall... Elsewhere, we explored the liveaboard lifestyle, junior sailing programs and one whale story that didn't have a happy Humphrey ending... Finally, we got higher than a kite to photograph some favorite Bay anchorages — and this time, we didn't even get airsick.

THE YEAR IN REVIEW



An 11th-hour Sail Week was a Baja blast.



'Saraband' powers to weather on the way to Catalina.



Why mothers still lock their daughters up when sailors hit the beach... The crew of 'Silver Bullet' celebrating their TransPac win.

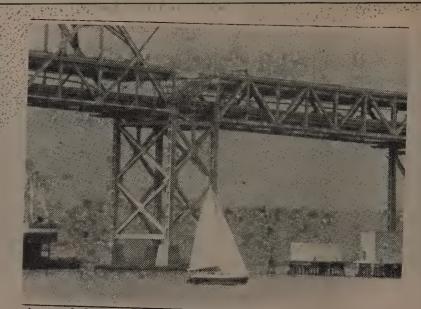
In JULY, it was back to the Delta with one of our most complete guides yet; another guide revealed everything you'll ever need or want to know about outboards... "Young Guns" showcased the hottest juniors of the Bay Area, and the 50th birthday showcasing of the irrepressible El Toro jump-started our "Boat of the Month" series back into life... Racing, racing and more showcasing of the irrepressible El loro jump-started our "Boat of the Month" series back into life... Racing, racing and more racingwas the theme in AUGUST, with reports on the July's TransPac, the Catalina Race and a bunch of local fleet championships... In probably the best line of the year, a savvy 4-year-old, already a cruising veteran, declared "Drugs are eggs". The kids will save us yet... Persistence paid off in August for Rudy Choy, who after three previous tries finally set a new L.A. to Hawaii record (6 days, 22 hours, 41 minutes) with his powerful Aikane X-5 catamaran. Earlier in the month, the ULDB 70-rater Pandemonium capsized and sank on her way back from there... From the "thanks for the memories" file came reports on Errol Flynn's once lovely Zaca, and the still hardy Pearson Vanguard... and Commodore Tompkins did a great Chuck Norris impression by riding the hood of a car across the Ala Wai marina — or maybe he just wanted to get to the other side.

1989 — THE YEAR IN





The foulie fashion revolution of '89.



A wounded Bay Bridge brought ferry service back to life in October.



Small in numbers, big in heart, September's Big Boat Series remains the best show

Bad news was back in SEPTEMBER, first with the passing of Tom Blackaller, and later with the destruction wrought by Hurricane Hugo in the Caribbean. In sailing, even the once invicible Big Boat Series stumbles and wheezes to completion with the smallest fleets we remember... Bright spots in the issue included such diverse cruise destinations as the "Forgotten Coast" to the north and Redwood City to the south... San Diego wins back the America's Cup from New Zealand in appeals court, and rumor has it that sailboats will no longer be a part of the competition — the auld mug will now go to the lawyer who wins the best of seven courtroom battles... Local star John Kostecki and crew took top honors at Sweden's Six Meter Worlds, and we answered so many questions about sailing to Mexico that you'll have the category sewn up if you ever get on "Jeopardy"... In OCTOBER, sailing once again took a back seat to life as the whole northern half of the state did a round-down crash-and-burn in the Loma Prieta earthquake. Wow, what next? A nuclear holo... maybe we better not say it... Fun October projects included our annual "Passing Through" interviews with Mexico-bounders and the Mexico Crew List... Oh yes, after 137 days, Kenichi Horie (the guy in the 9-foot boat) made it back to Japan.



The International 14 Worlds left the Bay in shreds.





Gee, it seems like only last month we did the NOVEMBER issue. In between reports on the forementioned disasters, we gave those wishing to improve their sailing skills a friendly nudge toward midwinter racing, ran an exciting report on the first leg of the Whithread 'Round the World Race (talk about courageous and demented) and once again began our three-part series on the 1989 season champions, including... Tom Selleck?... Max Ebb took a look at the wacky world of kite sailing, crew listee Jill Marson took a look at the wackier world of crewing and Australian Serge Teste paid a visit to the Bay after out-dementing everybody by sailing around the world in a 12-ft boat... See what we mean? — tumultuous. In years to come, we'll quietly reflect on 1989 the way armor plate quietly deflects .357 slugs. Reviewing December would be redundant, so we'll use these last few lines to preview upcoming articles on harbormasters, the starter boats of some better-known area sailors, cruising the Esturary, the killers (as in whales) of Cortez, and the ubiquitous Atomic Four engine. As for the stories we don't know about yet, we can only hope that they will be happy ones. Sail safe — we'll see you next year.



PAINTED SHIPS UPON A PAINTED OCEAN

If a picture is worth a thousand words, the two on this page should save us from writing much about this year's Long Beach YC Cabo San Lucas Race. "It was your typical fall crawl to Cabo," sailmaker Robin Sodaro told us. "You didn't miss much!"

Still, we'll admit to a twinge of envy as the 32-boat fleet (down from the all time high of 49 boats in '87) took off from Long Beach in a staggered start on November 10-11. It was destined to be a slow trip: The big winner, Phil Murray and Dick Pennington's Peterson 66 Cheetah, finished in a snaillike four and a half days, 11 hours ahead of the next boat. Cheetah, which seems to specialize in winning fluky Mexican races, headed offshore at the gun, amassing an invincible 40-mile lead by roll call the next morning. Taxi Dancer was the runner-up, but only briefly - she was penalized into 11th place for fouling Lady Godiva at the start.

Northern California was represented by five boats — Camelot, Gypsy Warrior, Merlin, Mongoose and World Headquarters - none of which fared overly well in the final standings. Still, the race had some redeeming qualities: warm weather, a full moon, plenty of whales and porpoises, and even some

swimming in the dead calms.



Spread: 'Mongoose' battles the elements. Above: Zan wrestles with spinnaker trim.

The 10-man crew of Mongoose seemed to particularly enjoy themselves. Under charter to the so-called Southbound Goose Syndicate - Larry Doane, Glenn Isaacson, Jim and Sue Corenman - everyone on the crew except captain Zan Drejes was getting their first taste of big time ocean sledding. "It was fascinating; we all learned a lot," said watch captain Kame Richards, "It's a strange thing to use a reaching strut while trying to maximize your DDW speed!"

Others on the crew included yacht designers Carl Schumacher and Phil Kaiko, sailmaker Tim Parsons and Scott Owens. "What a great group! I could have sailed for five more lifetimes with these guys," declared Kame. Contributing to the harmony on board was a rotating watch system (4 on, 6 off), where someone new came on deck every hour. "It's a good system on bigger boats. No one got cranky or exhausted halfway through the race," continued Richards. "I haven't gotten that much sleep since I was a kid!"

The only bummer for the Mongoose gang was having to fly home after only two hours in Cabo. Maybe it was just as well adding insult to injury (and for the first time in recent memory), it poured on the weekend following the race, making a shambles of the awards ceremony.

Maybe Robin was right after all.

- latitude/rkm

IOR A - 1) Cheetah, Peterson 66, Pennington/ Murray, LBYC; 2) Cheval, N/M 68, Hal Ward, CalYC; 3) Holua, SC70, Davis Pillsbury, NHYC; 4) Silver Bullet, SC70, John Delaura, Waikiki YC; 5) Grand Illusion, SC70, Ed McDowell, KHYC; 6) Kathmandu, Joe Jaconi, SC70, CBYC; 7) Blondie, SC70, Pat Farrah, LBYC; 8) Mongoose, SC 70, Southbound Goose Syndicate, StFYC; 9) Ole (Citius), SC70, Antonio Rodriguez, Acapulco YC; 10) Evolution, SC70, Bob Doughty, CalYC; 11) Taxi Dancer, R/P 68, Mitch Rouse, LBYC; 12) Merlin, Lee 67, Donn Campion, SCYC; 13) Pyewacket, N/M 68, Roy Disney, LAYC; 14) Swiftsure III, N/M 68, Mahapen Synd., SDYC.

IOR B - 1) Climax, Barnett 52, Mike Campbell, LBYC; 2) Lady Godiva, Swan 57, Peter Tong, LBYC; 3) Earl of Mar, SC 50, Dick Roberts, Seattle YC.

PHRF A - 1) Cheetah; 2) Joss, Mac 65, Dick & Camille Daniels, LBYC; 3) Holua; 4) Cheval; 5)Merlin; 6) Swiftsure III; 7) Fastrack, Mac-65, Paselk/Bonas, BCYC.

PHRF B - 1) Flyer, Swan 57, Richard Long. CYC; 2) Climax; 3) Camelot, SC 40, John Blackburn, SCYC; 4) Osprey, SC 40, Nick Bairan, FORC; 5) Lady Godiva; 6) Gotcha, J/44, Amberg/Learned/ Moon, KHYC; 7) Wolfpack, Choate 48, John Carroll,

PHRF C - 1) Gitane, Columbia 52, Flori Ricker, SBYRC: 2) Lina Marta, David Lowry, Peterson St. Conez RA; 3) My Obsession II, Cal 84, Les George, OYC; 4) Gypsy Warrior, Freya SS, Rick Gio; SRYC; 5) Bandit, Swan 46, Warren Rosendale, BCYC, DNF) Chicken Lips, Andrews 36, Bruce Anderson, ShYC.

IMS A - 1) Gotcha; 2) Flyer, 3) Osprey; 4).

IMS 8 — 1) Island, Swan 46, Tony Reyes, CYC; 2) Gitane: 3) Bandit; ONF) Chicken Lipe and World Headquarters, Cardinal 46, Bub Brown, SYC.





in during good weather with modern equipment can be nerve-wracking enough; wearing an old square rigger out into open water in the teeth of a 40-knot southerly must have made many a sailor rue the day he ever ran off to sea.

So could enough wind. With such a long expanse of water, it's not uncommon to get a four-foot swell rolling through the outer harbor. As late as the early '80s, many cruisers and racers (several regular-season ocean races overnight here) were still telling tales of roughing it at anchor off the pier in

the 20th century.

he whole complexion of this place has changed in the last few years," says Harbormaster Bob McMahon. "The usage, the

PILLAR



An exploding burrito gets the best of Bob Corbell.

number of boats, the number of people.... The sportfishing fleet alone has increased fourfold!"

Bob has been head honcho in the harbor office at Pillar Point for 16 years. In that time, the better part of his staff — exfishermen, most of them — has remained unchanged. Which tells you something about how nice a place Pillar Point harbor is to work. And just for the record, Pillar Point "is no T-shirt harbor", says Assistant Harbormaster Bob Corbell. "This is a working fishing harbor." Fishing boats occupy more than half the 369 permanent slips, and last year 5.5 million pounds of seafood products moved

openers, being only 18 miles from the Golden Gate, it's the ideal first ocean destination for aspiring cruisers. Once there, unless you're heavily into opera or polo, there are plenty of diversions to keep you going on an overnight or weekend stay. Eatery/drinkeries abound, with the Ketch Joanne, right off the pier, being the local hangout for sailors and fishermen — who seem to get along pretty well with each other most of the time. Like we said, unorthodox.

Down the road a short way are the Fish Trap, Shorebird and Princeton Inn restaurants, forming the corners of a group of small shops known as the 'Princeton Triangle.' "I've seen people go in there and never come out," winks Corbell. Also close by in the harbor are a chandlery, marine railway and grocery store. With everything within easy walking distance, few boaters hassle with getting a ride into the town of Half Moon Bay four miles south.

The Half Moon Bay YC is another story. As a member in good standing of MORA, YRA, PICYA and other Northern California yachting acronyms, they welcome boaters and fleet cruises from all over, honoring all reciprocal privileges. The club runs a number of special activities through the year, the next one of which is their Christmas party.

By the way, if you haven't been there lately, you should know that the club has moved to new quarters. They used to be

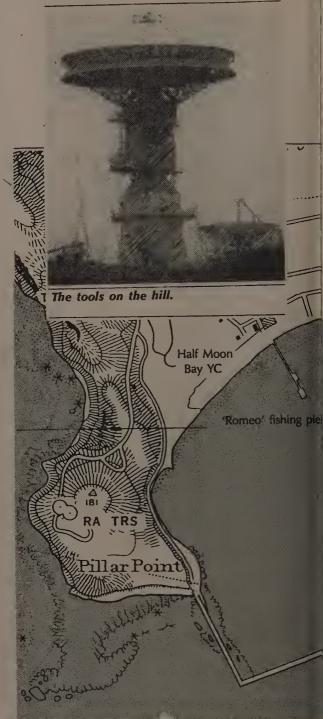
Backyard boatbuilding is alive and well in Pillar Point.



through the fish pier facilities.

For those of us who use boats for play, Pillar Point also has a lot to offer. For

behind the Princeton Inn; now they're located about five minutes farther up the road, adjacent to the Romeo fishing pier (see



map). For more on the club and its activities, call (415) 728-9921.

Vest Harbor is the recreational part of the marina. The fish boats tie up on the "other side of the tracks" in East Harbor. The occupants of the 141 West Harbor slips are the usual smattering of small daysailors on up to the mandatory classic schooner. Pillar Point's is the W.N. Ragland, a grand 60-footer tied at the end of Charlie dock. Upon closer inspection, though, a visitor will notice more than the usual number of self-built or from-a-bare-hull boats. Indeed, an after-dinner walk down Princeton Avenue (behind the yacht club) will reveal that backyard boatbuilding is still alive and well in Pillar Point

Despite improvements inside the breakwater, the outside approach to the marina is still not one to be taken lightly — or at night, if you can help it. Pillar Point itself is easy to spot: Atop it sits a huge radar tracking station, part of the Air Force's Pacific

ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED



Missile Range. "They also help us out when people leave without paying their docking fees," says Corbell. Another wink.

The recommended entry route for southbound boats, especially those visiting for the first time, is to go the long way round. The first buoy you'll see about a quarter mile southwest of the point is '1'. Don't turn there.

Somewhat confusingly, there are two #1 buoys. The one you want is '1S' (that's 'S' like in 'south', not '15'), about a mile farther down on a bearing of 130 magnetic. Hang a left there and follow the 40-ft curve (about 340 magnetic) up to the entrance. If you feel brave and are sure of your position, there's also a cut in the reef between buoys "2" and "3". Watch your charts closely and call the harbormaster for advice if you have any doubts. They'd much rather talk a boat in than drag one off the rocks, as they do a half dozen times a year.

Although fishing activity continues

year-round, Pillar Point pretty much winds down for recreational traffic in the winter. (There are still a few transient boats heading to Mexico stopping by - for some reason,

March, the ocean off northern California can be so unpredictable that in all good conscience, during the winter we can only recommend cruising to Pillar Point by car.

During the height of the summer season, the "new" Pillar Point becomes a veritable frenzy of activity. From about May, when salmon season opens and "you can walk to Santa Cruz on the fishing boats," until October, the place provides refuge and relaxation for 150 to 200 boats a month. Guest docking is a first-come, first-served proposition, though a call to the harbormaster on the VHF (channel 16, then 68) will usually net you a slip somewhere. If they're busy or your radio isn't working, just look for a slip without a red tag (indicating a rented slip) and then go report in to the office.

Guest berthing is on a sliding scale, starting at \$10 a night for boats 30 feet and under. Anchor-outs may do so for free, and the dinghy docks (near the foot of the pier) are also no charge.

Finally, it's worth noting that the Harbor Department maintains a 24-hour patrol/rescue boat service and VHF radio watch. Because the nearest Coast Guard stations are Monterey Bay to the south and San Francisco to the north, Pillar Point responds to as many as 150 "in between" emergencies a year, everything from surfers getting swept out to sea to cars going over Devil's Slide to boaters in trouble. If that's you, don't wait to call.

f course, not all emergencies occur 'out there.' McMahon recalls one guy who called in a few years ago to report his engine room was on fire. Bob called the fire department, which had trucks ready and waiting as the motorboat, billowing smoke came in and tied up to - the fuel dockl

"We got him out of there in a hurry," says Bob. The assembled crowd got their



Strange bedfellows in an unorthodox marina.

the place has become a real staging area for Mexico-bound Canadian cruisers.) There's a good reason for that: from now until at least second surprise after the fire was put out: the complement on the boat was one welldressed guy and five beautiful girls!

Unorthodox. But like we say, for Pillar Point, somehow fitting.

- latitude/ir

NINETY

t happens in slow motion and, of course, it happens at night.

The mast buckles between the winches and the spreaders. Later I can't remember any accompanying sound at all, though there must have been loud cracking and rending, since the splintered break was at least eight feet long.

The longest piece of the spar is alongside the boat. I am worried about the curiously intact spreaders and their tubular bases of stainless steel. I manage to muscle the short lower part of the mast so it's

"Picture the boat sinking as you are saving the rig."

The rig folds like an accordion, quietly floats down, then suddenly: CRASH, BOOM, WHOMPI as it hits in succession the dinghy, the lifelines and the deck before going over the side.

I am holding on to the boom-crutch with both hands, watching open-mouthed. I feel, as we'd say in Austria: "Wia a gansl wauns dunnat" — like a goose in a thunderstorm.

I remember thinking slowly, ever so slowly: 'Now we are dismasted'. There was a perversely satisfying finality to that recognition. Having sailed 18 days and 2050 miles south from Cabo San Lucas through a lull in the September hurricane activity, there we were, Karin and I, far from land and with no rig.

Tehani executes a snaproll and I holler: "Hansi (my nickname for Karin), come up, quickly." Karin has hit the bunk only an hour before following a long watch. Even though sleepdrunk, she picks up the urgency in my voice and almost immediately sticks her head out of the companionway. I point behind her and state with what must have been dramatic redundancy: "The rig is down."

Karin turns and stares. "Oh nooooo!" After a moment or so she asks, "What do you want me to do?" I really don't have any idea. Chaos reigns on deck, but finally I begin to come to. "Clean up around the cockpit, we'll need to be able to get in and out of the cabin fast. Also find some spare lines and fenders."

The upper 3/4's of the deck-stepped 38-foot mast is over the side. The other quarter and the boom are hanging over the lifelines. Rigging wires, halyards and miscellaneous lines are everywhere. The mainsail is mostly in the water, the staysail lies torn and tangled on the foredeck. The first concern is basic: Don't let the wreckage poke a hole in the hull! Picture the boat sinking as you are busy saving the rig.

vertical in the water. By using the rubrail as a fulcrum and cinching the mast's upper end toward the starboard anchor cleat, I use the stump as a lever that holds the long upper mast section, with its dangerous spreaders, away from *Tehani's* skin. I find the simplest knots suddenly extremely hard to tie

Sometimes there is relatively little motion because the fallen rig acts like a flopper-stopper. But whenever a set of 12 to 15 foot swells come along, *Tehani* bounces wildly, putting one rail then the other under in just a matter of two seconds. There are only two ways for us to move on deck: crawling on all fours or sliding around on our asses.

The top of the fallen mast is alongside the port quarter. I have managed to wedge our two big fenders between it and the hull. They and the vertical stump keep us from getting holed. I have to step off the boat and onto the mast itself to fasten a line that will stabilize the spar further aft. The combined weight of the rigging and I cause the wood spar to sink slowly. Racing to pile on half hitches as fast as I can, I suddenly find myself up to my belly-button in seawater. A fortuitously timed wave lifts the floating spar to deck level where I scramble back aboard the boat.

arin holds our precious fenders in place. This is no little feat, with the big seas, whiplash rolls and the occasional wild shearing motion between the mast and the boat. "Think you can hold it for awhile?" I ask. "Yes, I believe so," she answers. For the first time I see a chance to save what is left of the rig. "Gimme a kiss!"

I zip down into the cabin to get the bolt cutters so they'll be handy just in case. I don't aim to use them right away; if at all

possible, I want to detach all the pieces of standing rigging intact. If I can pull that off, I might be able to build a decent jury rig; one that will really sail.

I start visualizing *Tehani* as a ketch, with the short main gaff-rigged for more sail area. The mizzen could be made of *Big Bambu*, our 17-ft bamboo spinnaker pole. Meanwhile I continue to slide around the deck like a berserk earthworm, armed with a large pair of vicegrips and a six-inch Daniel Boone knife. My fumblefingers are flying because there's nothing like adrenaline!

Here is how I attack the problem: First, I clear a working area around the chainplates. The salad of lines is almost beyond description. Some of them I can untie, on most I have to use Dan the Knife. I feel which rigging pin, preferably on top of the turnbuckle, will come out easiest. I pinch the split ends of the corresponding cotter pin to straighten it as much as possible. Then I put the vise grips on the head and pull, gingerly now, Peter, can't afford to break one at this stage. All right, it's out. Now the visegrips go on the large rigging pin, carefully pulling and wiggling at the same time. When it's out, I'm on to the next one.

This activity may sound like small potatoes to readers resting comfortably in the main salons of their berthed boats. But you have to consider that all the while Tehani is bucking like a brono and rolling like a drunken pig on amphetamines.

Between pins I slither back to where Karin is straining. "Can you still manage?" I ask. "Yes, I think so, but it's getting real hard!" she answers. "Hansi, please try as long as you can, I am getting somewhere." "Okay," she grunts, and I am off to another turnbuckle.

I don't know how long it takes to remove the pins holding the shrouds. The mast came down around 11:00 p.m.; it must already be past midnight. Without the light of the full moon filtering through the clouds, the job wouldd have been infinitely harder. I almost feel on top of the world when the last pin comes out.

My elation, however, is short-lived as I begin to realize just how confused the jumble of standing and running rigging, sails, and spars really is. Yet I am so keyed up that I want to solve the Gordian puzzle RIGHT NOW! "Pass me my flippin' sword", snarled Alexander.

I also find it hard to concentrate, as there is so much heaving, knocking, sloshing, banging, rasping, grinding, slapping of water against the hull and

MAD MINUTES

hissing of waves breaking nearby. Everytime I hear a new sound, I flinch.

I force myself to breathe out slowly. Okay, quiet now, no freaking out, let's do this methodically. I have to suppress a hysterical giggle: "Methodical, you've got to be kidding, just look at this mess!"

But the climb to the top of any mountain begins with the first little step, and I find that anything I can remove from the tangle makes the tangle smaller. Repeat after me; everything I can remove from the tangle . . . First the dinghy mast. It's tied and taped to the starboard forward lower. I cut it free and shove it back until it is bent a bit, jammed in so it can't go anywhere. Okay, now the flag halyard that had gotten snagged in it. Next the staysail halyard. Then the spinnaker halyard. Oh, how I have to force myself to coil all these lines instead of just heaving them over the side. I unreeve the mainsheet from four simple blocks; I never thought I could feel this clumsy.

want to remove the boom, but the mast stump to which it is still firmly attached is twisted in a way that foils all my efforts. I can't get the mainsail off either. There is a rat's nest of topping lift, halyards and reefing lines around the mast and sail — and the lower part of the boom is still in the water.

Karin's "I can't hold out much longer" gasp helps me decide on a course of action.

"All right, hang in for a couple more minutes and I'll cut the whole thing loose."

"You're going to let the rig go?" She sounds shocked.

"No, we'll leave it tied to a line I already put on the mast. That way it'll drift away and act like a big drogue. We can lay to it and have a better look at the situation by daylight."

It's still a big job. The staysail got wrapped around the stump. That this could have happened defies all logic, but it did. I have to cut it off. Although the sail is already torn, I feel almost physical pain when I cut through it. The windsurfer mast is still attached to the forward port lower, but I can't reach down far enough to cut the lashing. Leave it be. Leave everything be, just get rid of the rig for now.

I take a turn around the deck to see that everything that needs to go is ready. Then I throw all the loose ends of the shrouds and stays over the side. Finally, I cut the line that holds up the stump. Karin and I push the whole sad assembly away

with our feet and it swings around the bow. See you manana.

I look at the floating mess with relief—until I realize that the mast is starting to come back at the boat, surging with the swells like a battering ram. The masthead, in fact, is aiming right at *Tehani's* exposed starboard midsection. As it arrives I fend it off with my feet. But it keeps charging. I feel the soles of my feet getting cut. Either something broke on the masthead or it is the sharp ends of the safety wires I put on the shackles up there. Hahl 'Up there' is 'down here' now, wanting to punch a hole into our sweet home. Is this the proper time to panic?

We have to find a longer line so the rig can drift further away yet still be attached to the boat.

I holler — louder than necessary — at Karin: "Hansi, bring the red sheet, quickly!" The red sheet is our strongest braided line, a 5/8" doublesheet 110 feet long. Naturally just now everything gets snagged and tangled. Karin is working feverishly and so am I. I can keep the mast at bay, but I am collecting additional cuts on my lower legs and my feet. "Faster Karin, faster," I growl, knowing I am being unfair. But I feel so bloody helpless.

Finally she's got the sheet free and clear. I attach one end of it to both main halyard and topping lift where they come through the masthead sheaves. I tie the double sheetbend in a most awkward position, sort of hanging down and backwards, simultaneously fending off the mast, which Karin stabilizes by guiding it with the first line — while she is also trying to keep a hand on me. It takes longer to describe than do, but it seems like forever

ready to fend off again. "Hansi, get a flashlight and shine down around the whole boat, that mast is still hung up on something, I know it."

Sure enough, Karin spots a line running well underwater from the starboard quarter to the mast. It's gotta be snagged around the rudder or prop. No wonder the mast can't float awayl

There is only one thing to do — and my feet are bleeding freely. For about ten seconds I allow my imagination to run wild with images of starved sharks tying on their napkins. The water looks dark but not unfriendly. 'What the hell'. Karin gives me a hug. I grab 'Dan the Knife. As I jump into the night sea I feel like shouting 'Geronimooooooo'.

he 'line' Karen has seen turns out to be wire rigging. I follow it toward the rudder. BANG! The boat's stern overhang smashes down on my head. It's a strong enough blow to make me wobbly for a moment, but fortunately for no longer. I had completely forgotten about the possibility of getting brained by my own boat when I started out on this little excursion.

The wire turns out to be the port running backstay. It leads between the rudder and the hull but is not snagged on anything. I follow it through underneath the stern. The lower end of the runner is line. When it's not being used we tie it to the rail aft of the chainplates. I had missed it before because it had hung straight down in the water with most of the other junk that had to be turned loose. I missed it again when I checked around before letting the mast go.

I cut the line end of the backstay. Then I swim back the way I came, making

"As I jump into the night sea I feel like shouting 'Geronimoooooo'."

until the other end of the red sheet is fast on the bow and we can push away again.

But then: SHIT! SHIT! SHIT! The mast starts coming back at us once more! Same angle, same sinking feeling, if one is in the mood for puns. 'There has to be something else', I say to myself as I get

sure the wire part is clear of the keel and rudder. With this done, I am highly motivated to get out of the water. But *Tehani* rolls so fast that I can only make it on my fourth attempt. The first three times I simply wasn't quick enough.

Finally the mast starts moving away from the boat. Farther, we hold our breath; farther, the sheet tightens — everything is okay. The only problem is that *Tehani* does

NINETY MAD MINUTES

not want to lay head to the wind and waves. She goes off 45° on starboard tack, then comes around slowly and does the same on port tack.

I slip a piece of firehose over the sheet for protection against chafe. There is a lotmore pull on the line and the occasional jerk. I feel satisfied only after I also rig a nylon snubber.

We still roll terribly, but things are finally under control. I breathe out audibly. Karin turns to look at me, then at the same time we say: "Let's have a cup of coffee." It's 1:00 a.m.

Every now and then a wave lifts the mast, boom and rigging up high. White water boils around the mess, and the attached sails gleam like snow on top of a hill of dark water. *Tehani's* proud rig has become a sea-anchor.

RS. The five days before the dismasting we'd had such fresh winds that we'd been sailing with a triple-reefed main and a small jib. The same winds blew the three days after the dismasting, with accompanying seas. I had thought I'd be able to salvage most of the rig by diving on



Peter, of Morro Bay, and Karin, as seen in Baja in 1988.

it and disassembling it underwater. I never had a chance because boom-boom, boomboom, boom-boom, the sharks came and wouldn't leave. Finally I had to cut the mast away and watch it go down.

Subsequently I built a minuscule A-frame jury that included the storm jib, an old Lightning jib set upside down, and a Sabot mast and sail — the latter two of which had been used by both Karin and I to win men's and women's dinghy sailing honors at 1988 Sea of Cortez Sail Week. The rig worked well enough to close on the coast of Costa Rica where we ran out of wind. We finally motored in to Playas del Coco with less than half a gallon of diesel in our tank. We'd been at sea for 31 days.

I have a new mast — actually a new spar from a dismasted trimaran. I had it welded up at Sammy Malley's here in Puntarenas. I'm using telephone pole plough steel wire and cable-clamps for the rigging. With the help of a local shrimp boat's outrigger, the mast should be going up within a week.

Our plans, though modified by events, are still the same: Cocos Island, Galapagos, Easter Island, Chile and the Straits of Magellan.

--- peter kittel





"BERNÁ BAOGHAIL", J-29 - Kirk Denebeim & Ron Losch/ "BERNÁ BAOGHAIL", J-29 - Kirk Denebeim & Ron Losch/ "BERNÁ BAOGHAIL", J-29 - Kirk Denebeim & Ron Losch/ "BERNÁ BAOGHAIL", J-29 - Kirk Denebeim & Ron Losch/ "BERNÁ BAOGHAIL", J-29 - Kirk Denebeim & Ron Losch/ "BERNÁ BAOGHAIL", J-29 - Kirk Denebeim & Ron Losch/ "BERNÁ BAOGHAIL", J-29 - Kirk Denebeim & Ron Losch/ "BERNÁ BAOGHAIL", J-29 - Kirk Denebeim & Ron Losch/ "BERNÁ BAOGHAIL", J-29 - Kirk Denebeim & Ron Losch/ "HYPERACTIVE", Newport 30 - Frank "POTSTICKER", J-35 - William Fawns & Don Trask/"REDLINE", Knarr - Hans Williams & Wayne Stranton/"HYPERACTIVE", Newport 30 - Frank Hinman/"TOP GALLANT", Olson 30 - Bill Cloverdale/"KILLER

Bear - Steve & Josselyn Robertson/"SMOKEY BEAR", Bird - Jim Bear - Steve & Josselyn Robertson/ Siviukey Beak, Bird - Jim Van Dyke/"PUFFIN", Cal 25 - Ed Shirk/"CINNABAR", Cal 2-27 - Gary Albright/ YRA Season Champions: Ariel - Gary Cast/"TEMPEST", "CON CARINO", Cal 29 - Bruce Darby/"PDJ ONE", Challenger - Rich Stuart/ Warner/"PRIMA DONNA", J-24 - Mike Grandin & James Titus/ "BERNA BAOGHAIL", J-29 - Kirk Denebeim & Ron Losch/

Hinman/"TOP GALLANT", Olson 30 - Bill Cloverdale/"KILLER RABBIT" (Pending Protest), Ranger 23 - Don Weineke/"TWISTED", NADDIT (Penuling Protest), nanger 23 - Dun Weineke, Twister Santana 35 - Bob Bloom/"DANCE AWAY", Tartan 10 - Richard Bates/"QE3"*, Triton -

HDA-H - Craig Brown/ "CORSAIR", HDA-L-Bill West/"CRINAN", HDA-M - Sam Hock/ "JOSE CUERVO", HDA/ IMS-II - Bill Riley/

Tankee Cup: ISV/HUA

- Sam Hock/"JOSE CUERVO", 2nd - Randy Broman/"GAMMON"; 1st/IMS - Bill Riley/ - Sam Hock/"JUSE CUERVO", 2nd - Randy Broman/ GAIVIIVIUN ., 154/1713 - DIT NITEY/
"PEARL", 2nd - Rick Caskey/"WAVE TRAIN", 1989 Big Boat Series: 1st/St. Francis
"PEARL", 2nd - Rick Caskey/"WAVE OOSE", 2nd John DeLaura/"SILVER RULLET" "PEARL" IMRDA/IMS-I PEARL, 2010 - RICK Caskey/ WAVE TRAIN, 1969 BIG BOAT SETIES: IST/SI. Frank
Perpetual - Paul Simonsen/"MONGOOSE", 2nd - John DeLaura/"SILVER BULLET" - Keith Buck/"PETARD" (3rd, 4th & 5th also North), 1st/Atlantic Perpetual - Richard Cavalli/"SHOCKWAVE", Yankee Cup: 1st/HDA 2nd - Jim Mizell/"HIGH RISK", 1st/City of San Francisco Perpetual - Rolfe Croker/

"HANA HO", 1st/Keefe Kilborn Perpetual - John McLaurin/"ALL CODA" Midnight Moonlight Maritime Madness: 1st - Jim Clark/"ALLEGRA", Midnight Moonlight Maritime Madness: 1st - Jim Clark/"ALLEGRA",

Midnight Moonlight Maritime Madness: 1st - Jim Clark/"ALLEGRA",

Rolex Sloan California Regatta: 1st Overall In James Diepenbrock/

"TROLIRADOLIR" Transpac: 1st-to-Einish - John Del aura/"SILVER BLILLET" 1st Overall In James Diepenbrock/

"TROLIRADOLIR" Transpac: 1st-to-Einish - John Del aura/"SILVER BLILLET" 1st Overall In James Diepenbrock/ South Tower Race: 1st - Bill Riley/"PEARL", Rolex Sloan California Regatta: 1st Overall - James Diepenbrock/
"TROUBADOUR", Transpac: 1st-to-Finish - John DeLaura/"SILVER BULLET", 1st Overall IOR - Scott Pine/"NOTORIOUS",
"TROUBADOUR", Transpac: 1st-to-Finish - John DeLaura/"SILVER BULLET", 1st Overall IOR - Scott Pine/"NOTORIOUS",
"TROUBADOUR", Transpac: 1st-to-Finish - John DeLaura/"SILVER BULLET", 1st Overall IOR - Scott Pine/"NOTORIOUS",

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U.S. Admiral's Cup Team: Irv Loube/ "BRAVURA", Randy Short/"GREAT NEWS" Dave Allen & Colin Case/"SAGACIOUS V", Fastnet Race: 1st Overall -Randy Short/"GREAT NEWS", Six Meter World

Championships: 1st - John Kostecki/ "ST. FRANCIS IX", NORTH SAIL also were North),

2nd - Pelle Peterson/ "KRATOS" (3rd & 4th Thunderbird Worlds: 1st - Bob Jensen/"NEJI",

2nd - Bob Dougnty/ EVULUTION (370, 410 & 5th also North), **ULDB Championship:** 1st - John DeLaura/ "SILVER BULLET", **Ensenada Race:** 1et-Claes A - "SILVER BULLET" **Newhort to Caho** Cal Cup: 1st - Bob McNulty/"CHANCE", 2nd - Bob Doughty/"EVOLUTION" (3rd, 4th 1st-Class A - "SILVER BULLET", Newport to Cabo Race: 1st Overall - "SILVER BULLET", Puerto

Vallarta Race: 1st Overall "SILVER BULLET"

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ONE DESIGN



his month we continue our annual tribute to The Winners with a look at the One Design Class Association (ODCA) season *

Entries in ODCA declined once again in 1989, continuing a worrisome trend in organized racing. From an all-time high of 421 boats in 1987, only 340 entered this year. Still, that's the lion's share of the 519 total boats entered in the Yacht Racing Association (YRA). Fewer classes qualifying with fewer boats was also the norm, although the Islander 36, J/29, J/35 and Olson 30 fleets all showed an increase.

Despite the thinning of the ranks, ODCA remains a hotbed of some of the best organized racing around, particularly in the larger fleets such as the J/24s (33 boats),

ODCA also continues to produce some of the winningest skippers of any organization. Of the 29 season champions in 1989, 11 were repeat winners from '88. Richmond YC, long a stronghold of one-design racing, fielded the most winners with nine, followed by San Francisco YC and the Cal Sailing Club, each with four.

But that's enough foreplay. Everybody loves a winner and it's time to get hot and intimate with the top dozen in ODCA. A listing of the remaining winners (space considerations mean we can't interview all winners) follow immediately. Congratulations to you all.

- latitude/rkm

ARIEL - 1) Tempest, Gary Gast, SFYC; 2)

Rideout, SCYC. (8 entered; 8 qualifed)

CAL 25 — 1) Cinnabar, Ed Shirk, BYC; 2) Whimsicai, Dave Stone/Rebecca Danskin, BYC; 3) Gambit, Tom Haverstock, IYC. (7 entered; 5 qualified)

CAL 29 - 1) PDJ-One, Bruce Darby, SFYC; 2) 20/20, Phil Gardner, EYC; 3) Boogaioo, Nancy Rogers, SFYC. (7 entered; 6 qualified)

CATALINA 27 - 1) Pert, Karl Dake, CalSC; 2) Wildcat, Emle Dickson, RYC; 3) Freyja, Ray Nelson, RYC. (10 entered; 8 qualified)

CATALINA 30 - 1) North Mist, Jim Aton, BenYC; 2) Revision, Dave Jacoby, MBYC; 3) Fat Cat, Seth Bailey, EYC/IYC. (8 entered; 7 qualified)

CHALLENGER - 1) Shay, Rich Stuart, SCC; 2) Osprey, Jim Adams, SCC/SYC; 3) Murphy's Law, Bill Murphy, CalSC. (6 entered; 6 qualified)

GOLDEN GATE - 1) Chewink, Tim Donnelly, BVBC; 2) Pajarita, Rob MacDonald, BVBC; 3)



ONE DESIGN

Express 37 *First Class*



Staub (l) & Corlett (r) Richmond YC

"Bill and ! have a lot in common," joked First Class helmsman Chris Corlett. "We're both retired!" Owner Staub retired two years ago after a long career with PG&E; Corlett "retired" unexpectedly from the sailmaking business earlier this month when Marion Sails closed down.

But whereas Corlett has been winning championships since he was knee-high to a Barient, Staub only jumped into the game last year. "I was looking for something to do with my spare time," he claimed. "A friend of mine and I saw an ad in the *Chronicle* for this boat. Before I knew it, we'd gone back to upstate New York and bought it — and I knew nothing at all about sailing!"

Staub's partner subsequently bailed out, leaving the neophyte to figure out what to do. "As luck would have it, that's when Chris and I crossed paths," said Bill. "I couldn't have done it without him!" Staub also acknowledged the contribution of the crew: Steve Bates, Bill Columbo, Rob Squire, Ted Wilson and "thousands" of others.

Winning a season championship in hisfirst try was obviously a thrill for Staub, particularly so because they enjoyed tremendous competition from *Ringmaster* right down to the wire. "I loved it!" enthused Staub, who's obviously having a ball with his newfound hobby. A thrill of a different sort was airing out their keel in the Nationals: "We really went down for the count!" he chuckles now. "Next year, I'd like to check out ocean racing, as well as evolve into steering the boat myself sometimes."

2) Ringmaster, Leigh Brite, RYC; 2) Flamingo, Rod Slevers, RYC. (12 entered; 10 qualified)

Islander 36
Prima Donna



Eric Warner Richmond YC

Eric Warner, now 77 years young, has been racing sailboats on the Bay for over 50 years. "I've been at it since 1936, with occasional timeouts for wars and business demands," says Warner, who used to be Chevron Oil's chief engineer. The sailing honors earned in that time were many, including season championships in the now extinct Windward class (a 33-foot Rhodes design), Tritons and the Islander 36 class. In fact, Warner and *Prima Donna* have completely dominated the I-36 class, winning the last five ODCA championships in a row.

"But the years are catching up with me, and my reflexes maybe aren't what they used to be," admits Warner, who has regretfully told his crew (Eric and Mark Foster, John Patterson, Bob Spear, Ross Stromberg, Whit Conley, Chuck MacParland, John Daseking, George Clyde and Mark Jones) that he will skipper no more YRA races on *Prima Donna*. "I can name a few people in the Islander 36 class who'll be glad to know I've retired!" chuckles Eric, who says he'll still do the random low-key club race or Delta cruise.

"It was time to quit," says Warner philosophically. "This was our closest victory yet — either the other fellas are getting better, or I've been slipping!" Warner opened the season poorly in the Vallejo Race, but then came on strong to pass early season leader Windwalker. It was a fitting ending to a long and distinguished career of yacht racing on the Bay. Latitude takes note of Eric Warner's many accomplishments, and wishes him a happy future of relaxed sailing.

2) Windwalker, Dave Borton et al, SYC; 3) Wild Onlon, Allan Schuman, StFYC. (12 entered; 10 qual.)

Santana 35 Dance Away



Bob Bloom Cal SC

Bob Bloom has been sailing Dance Away, his first boat, in ODCA since 1981. He slowly worked his way up the ladder, finishing second the last two years. "This year, we decided to win," said the East Bay radiologist. "It's amazing what you can do once you've made up your mind to do it; you could just feel the determination of the crew!"

The season championship didn't come easily though: in fact, this had to be the closest YRA finish of the year. "It was heart-stopping — easily the most exciting finish any of us had ever been in!" claimed Bob as he described beating defending champion *Swell Dancer* by two feet in the winner-take-all finale. "The key to victory was undoubtedly our mainsail trim," joked Bloom, who performed that task during the 11-race season.

Bob Bergtholdt was Dance Away's helmsman; Paul Rosenthal the tactician. Other crew members were John Cooney, Cilla DeVries, John Fitzsimmons, Dan Jester, Judy Shilling, Bernard Slabeck and Jim Smith. Brian Bloom, Bob's 8-year-old son, provided encouragement and inspiration ("Make the boat heel, Dad; it'll go fast!").

"The Santana fleet is a really fun group of people to sail and party with," says Bloom. "We all take racing pretty seriously — and do it with intensity — but no one's lost sight of the fact that it's just a game." Other highlights of Dance Away's summer campaign included taking thirds in the Santana 35 Nationals and the Plaza Cup in Monterey.

2) Swell Dancer, Jlm Graham, MYCO; 3) Flexible Flyer, Mike Creazzi, SYC. (12 ent.; 9 qual.)

SEASON CHAMPIONS

Newport 30 Topgallant



Frank Hinman San Francisco YC

"It was a tough season, but justice prevailed!" chuckled Frank Hinman as he described his down-to-the wire victory over last year's winner, Gerry Brown's Mintaka. Hinman ended up winning the season by 1.25 points, the narrowest margin of the six Newport 30 championships he's won since he began racing Topgallant in 1983. "We're back where we belong," stated Frank.

Not that winning races is anything new to Hinman — he's been campaigning boats under the San Francisco YC burgee for a remarkable 55 years! It all began with a Bird named Alcyon, which he bought when his father refused to allow him to buy a motorboat ("too dangerous"). Frank promptly sailed Alcyon to Catalina (his father was in Europe) and entered some races in Southern California before shipping her north on the Wapama, the lumber boat currently being restored in Sausalito.

Med school (Hinman is a retired urologist) and other boats followed, including the famous Triton *Gallant*, which he bought in 1961 and now keeps at Lake Tahoe. He raced *Gallant* for 12 years, dominating the Tritons much as he has the Newport 30 class in the last seven years.

Hinman attributed his winning ways to a good crew (Harry Humphrey, Charles Mc-Burney, Carl Fleming, Phil Fleishman, and the "new kid", Peter Brown), two talented guest skippers (Jim Coggan and Jim Lindsey each sailed a race in his absence), some preseason practice sessions, good sails and —most importantly — "going to all the races!"

2) Mintaka, Gerry Brown, PAYC; 3) Achates, Bill Schultz, BYC. (14 entered; 11 qualified)

J/29 Potsticker



Losch (I) & Denebeim (r)
Saint Francis YC

Kirk Denebeim and Ron Losch bought Potsticker five years ago, and their partnership — which to this day remains unwritten — has been an inordinately happy one. They campaigned their blue masthead J/29 heavily in the ocean at first, sailing in the Catalina Race, the San Diego Race and three MORA seasons. When MORA fizzled, they began concentrating on Bay racing: "This year was the payoff," says Denebeim, an insurance broker and primary helmsman on Potsticker. "Our program really came together."

"We won because we had the best crew and were the most organized," continues Losch, an attorney and sail trimmer on the boat. "Also, Kirk's really improved as a driver in the last few years." Both partners claimed their boat is the most tricked-out ("You should see our tiller... it's a piece of art!") and, after four months in the yard last winter, the structurally strongest J/29 around.

The Potsticker gang this year was "Tactical Ted" Wilson, Jim Bennett, Roark Smith, Matt Stohsner, Gary Sadamori, and alternates Mike Roth and Pam Dunn. The partners kept everyone pumped up with shirts and hats, crew letters and, of course, good sandwiches and "beer in green bottles". "It's, an amateur effort," claims Losch, "and it was a kick to do so well against the pros."

Despite their success, *Potsticker* is "reluctantly" for sale due to career pressures and the earthquake (Denebeim lost his apartment in the Marina, but happily managed to save most of his sailing trophies). "We'll be back," promises Losch.

J'Ouvert Mornin, Marsh/Paul, CalSC; 3)
 Power Play, P.Cunningham, GGYC. (14 ent.; 9 qual.)

Cal 2-27
Con Carino



Gary Albright Richmond YC

This is the third year in a row that Gary Albright has won the Cal 2-27 ODCA championship. And, also for the third year in a row, Albright came out of the blocks fast and then barely hung on in the second half, winning the season in the final race. "You wouldn't believe how close the finishes are in this class," says Gary, a partner in a small advertising agency (he does the North Sails ads in *Latitude*, among others).

Albright's been racing Con Carino (Spanish for "with love") for 12 seasons now. "We've put in our time," he allows. "We weren't exactly an overnight sensation. In fact, we stunk up the course in the beginning!" But thanks to a steady crew (his main men, Gary Troxel and Albright's 19-year-old son David, have been with him almost from the beginning; other regulars are Dave and Sandy Wertanen, Jeff Logan and alternate Mike Percy), Albright has climbed to the top of his fleet and stayed there.

For diversion, Gary sails his ultralight Holder 20 ShareHolder, which he owns with Troxel and former Con Carino crewmember Jim Olivero, on the lake circuit and in the midwinters. But he keeps coming back to the Cal 2-27: "It's just a great all-around boat," claims Gary, who happily accepts his fate as editor of the class newsletter "for life".

"We have 60 or 70 Cal 2-27s on the Bay and Delta, and every year qualify at least 10 boats in ODCA," he explains. "We have an active cruise schedule, too. Even if I could afford a bigger boat, I don't think I'd move up. I'm happy right where I am!"

2) **Zephyr**, Bruce Nesbit, RYC; 3) **Temptation**, Rollye Wiskerson, RYC. (16 entered; 12 qualified)

ONE DESIGN

Express 27 Leon Russell



Johnson (I) & Daniels (r)
Richmond YC

In the four years that Leon Daniel and Russ Johnson have owned their cleverly named Leon Russell, they've placed second in the highly competitive Express 27 ODCA class once (1986) and then first every season thereafter. For a "summer vacation", the duo has entered the last four Catalina Races as well, finishing first overall twice ('86, '89) and second overall once ('87). "The boat's faster than ever this year," claimed Daniel, who attributed their success to crew work ("You have to shift gears quickly!"), boat preparation and their "fourth or fifth" new set of sails.

About the only plum that has eluded the partners over the years is winning the Express 27 Nationals, which they were denied again this summer when their rig snapped. They'll take another shot at it next summer, when the Nationals will be held near Seattle.

Johnson, an executive with Crowley Maritime, was once again Leon Russell's helmsman, while Daniel, who's currently involved in an Ultimate 30 project (see Sightings), remains the chief string-puller. Their crew was tactician Nick Gibbens, Steve Evans, Ronn Lowenthal and two "future rockstars" from the RYC junior program, Tony Fisher and John "Wouldya" Walsh (as in, "Hey John, would you get the...").

The highlight of the partners' summer — and there were many, including winning four of the five windy races in the Volvo Regatta — came earlier this month, when they were honored by Richmond YC as that club's coyachtsmen of the year. "That was a pleasant surprise!" claims Russ.

2) Great White, Billy Worden, RYC; 3) Peaches, Tom Martin, GGYC. (25 entered; 18 qualified)

Soling Second Edition



Mark Murray Corinthian YC

If you didn't know that Mark Murray already had a job, you'd swear he was a public relations executive for the Soling fleet. "I love these boats!" enthuses Murray, a San Francisco lawyer. "They're five-man dinghies that you race with a three-man crew. It's a busy boat to sail, but it's all worth it when you get up on a screaming plane. What a kick in the pants!"

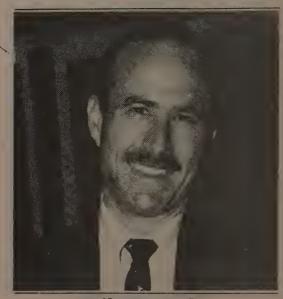
Murray is so enamored with the speedy 27-footer that he's on his second one, hence the name Second Edition. He had his previous Soling (Cale Force) for nine years before upgrading last May to his current '77 Abbott model. Along with steady middle man Rob Maerz and several different bow men, including Dennis Rowedder and Tom Suttmier, Mark won the season by one point, making it closer than it looked by missing the final race due to rudder problems.

Other highlights of Murray's summer were winning the Clear Lake Regatta ("A great place to sail...") and going overboard for the first time in his life. "It was during the PCCs," he says. "I fell off the 'back porch' while trying to untangle some lines after a jibe. I hung on to the spinnaker sheet and got dragged behind the boat — a real Marine World acrobatic act!"

The local Soling class — which boasts its own newsletter, brokerage and schedule outside of YRA — is enjoying quite a comeback lately. "We have 20 boats in the area, 12 of which are now active," says Murray, a former Snipe sailor. "Everyone's getting pumped up for next summer's NAs on the Bay."

2) White on White, Bob Baldino, RYC; 3) Incisor, Ken Grayson, SYC. (8 entered; 6 qualified)

J/24 Just Jake



Mike Grandin Saint Francis YC

Mike Grandin has been sailing all his life. His father, well known local yachtsman Hank Grandin, has owned at least a dozen boats — many of which were (are) named Tinsley Light — and Mike was always along as his Dad's right hand man. He's done five TransPacs (two as skipper), skippered the family boat home from Tahiti at the age of 23, doublehanded an Olson 30 across the Atlantic and a whole lot more.

"But I only got into one-design racing five years ago," admits Mike, a stockbroker in "real life". He purchased the pre-named dark green Bearna Baoghail five years ago, and won the 1986 ODCA championship along with two partners. Last year — the first year he drove — he came in sixth. "This year was a breakthrough for us," claimed Grandin as he described winning 8 of the 14 races in this most competitive fleet. "We did particularly well on the Circle."

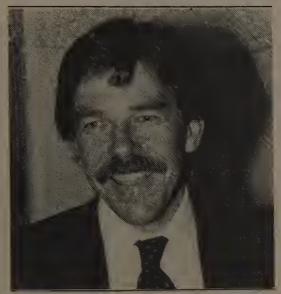
Grandin attributed the winning season to a good crew (tactician Bob Belden and mastman Carter Seddon were the core; others included Gary Shaw, Doug Nestler, and Stewart Reilly) that always weighed in near the 882 pound limit; excellent heavy air upwind speed; taking good care of the boat; and his evolution as a J/24 driver. "These boats have a relatively narrow groove, so you have to actively steer them," says Mike.

Another secret of their success was renaming the boat *Just Jake*, a '20s slang term for "everything's cool". "We were voted the ugliest J/24 in the fleet," laughs Mike. "*Jake* seemed like a good name for a homely boat."

2) The Gift, Matt Taylor, StFYC; 3) Grinder, Jeff Littlin, SeqYC. (23 entries; 17 qualified)

SEASON CHAMPIONS

Ranger 23 Twisted



Don Wieneke Sausalito YC

"I owe it all to the 'All-Pro Twisted Team'," states Don Wieneke. "We've been together for five years now, and sailing with these guys has been great." The Team consists of bowman Mark Stockton, trimmer Steve Ulrich and various friends who fill in as the fourth crewmember when it's windy. Not coincidentally, Wieneke has won the last five Ranger 23 season championships, bringing his total to six wins in ten tries.

"I also want to thank my lovely wife Cynthia for tolerating my sailing habit, writing all the checks and always having a gallon of Stoli in the freezer for our post-race celebrations!" says Don, who's in the television advertising business. Unlike past seasons, the All-Pro Team had to work hard to win this summer. "Gary Kneeland was tough," allows Don, "although we almost gave it to him by getting two 8ths in the Vallejo opener. I still can't figure that race out!"

Wieneke ended up using those two races as his throwouts, sailing the rest of the

Wieneke ended up using those two races as his throwouts, sailing the rest of the season "with our backs against the wall." Says crewmember Ulrich, "Our secret is that we've been together so long, we don't even listen to Don anymore. When he gets excited at a mark rounding and stops making sense, we still all know exactly what to do."

Wieneke grew up surfing in Southern California. Later he raced Hobie 16s and 18s before moving up to *Twisted*. "It's a great boat," says Don, "and I feel like the people in the class are my brothers. Come to think of it, one of them is." (Gary Wieneke and his *Shanghai Lil* came in fifth.)

2) Impossible, Gary Kneeland, SYC; 3) Smokey, John Nelson, CalSC. (12 entered; 10 qualified)

Santana 22 Seascape



Jim Lindsey Richmond YC

Jim Lindsey honestly couldn't remember how many times he's won the Santana 22 class championship. It's easier for him to remember the times he's lost: exactly twice since he began campaigning his now 23-year-old Seascape back in 1972. The way we calculate it, that means he's won 16 out of 18 seasons he's entered, for a remarkable 88.9% batting average. If anyone in the history of YRA has ever done that before, we sure don't know about it.

Yet despite all his sailing successes, Jim remains the paragon of modesty. "I really don't know why we win," he claimed. "A good crew is part of it, certainly. Howard Canfield, our trimmer, and Sally, my wife, have been with me from the beginning. Maybe another part of it is being patient: we just sail along waiting for a break. Usually, we get one sooner or later."

Lindsey began sailing almost 30 years ago, when he was a student at UC Berkeley. Since then, he's owned a 110, a Soling, a Newport 30, a C&C 38 and a J/24 named Frick n' Frack, which he and partner Bill Claussen sold earlier this year after owning it for 10 years. Jim also finds time to crew on other people's boats, and recently sailed the Big Boat Series on Racy II and the Masters' Regatta in J/24s with Jim DeWitt.

These days, when not bashing around in his Santana or cruising the Delta on his 44-foot trawler, he can be found windsurfing. He's got three boards now — "which doesn't mean I'm any good!" — and blames Claussen for this latest addiction.

2) **Kemo Sabe**, Vern Neff, RYC; 3) **Shazam**, Bud Sandkulla, GGYC (30 entered; 24 qualified)

Cal 20
Orange Crate



Mike Schaumburg Richmond YC

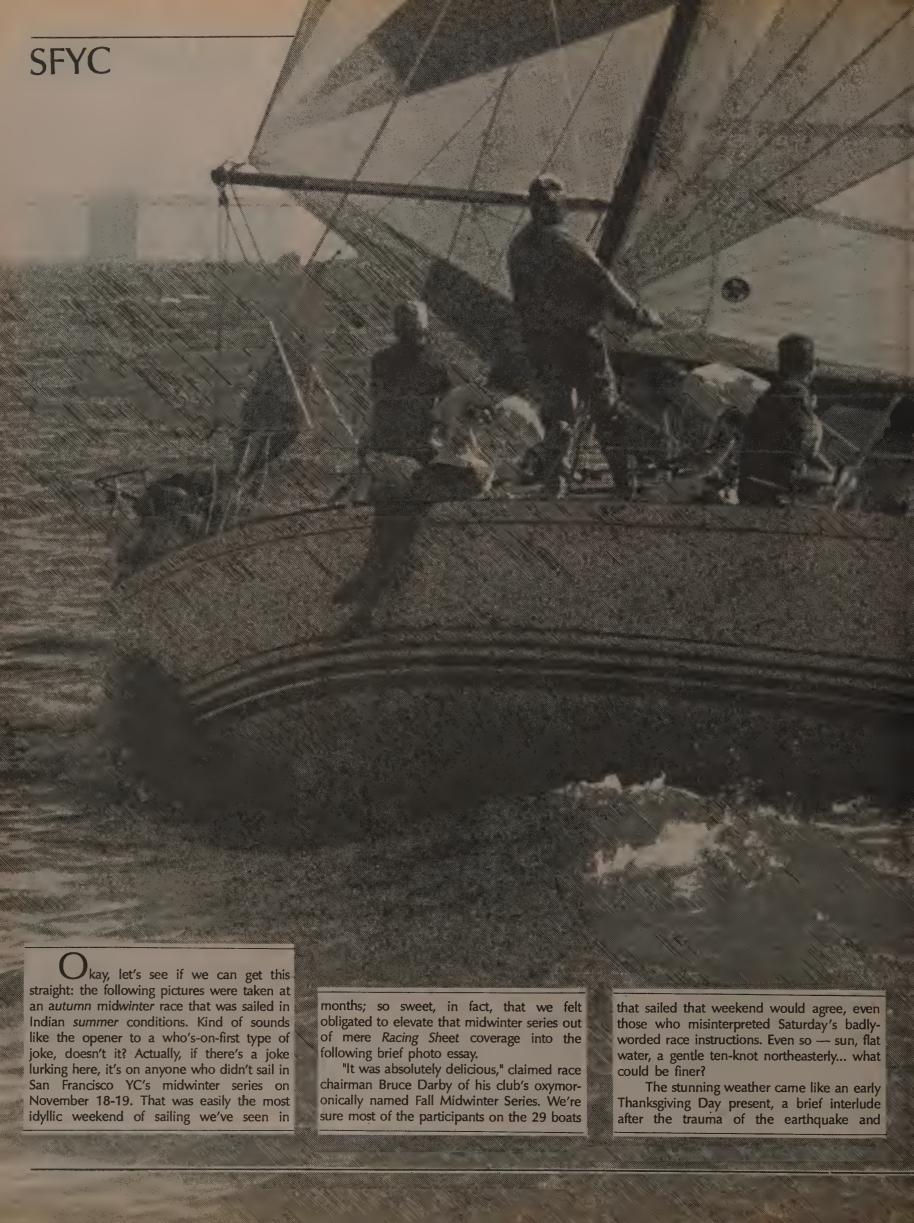
"I like racing one-design," says Mike Schaumberg, "And I like national championships." This year, the San Francisco general contractor excelled at both, winning his first Cal 20 ODCA championship by a mind-boggling 35 points and coming in second in the Cal 20 Nationals for the third time. Though he's owned the boat 12 years, this was Mike's first complete ODCA season on *Orange Crate*. Somehow, he also made time to crew in both the Express 27 and SC 27 nationals as well.

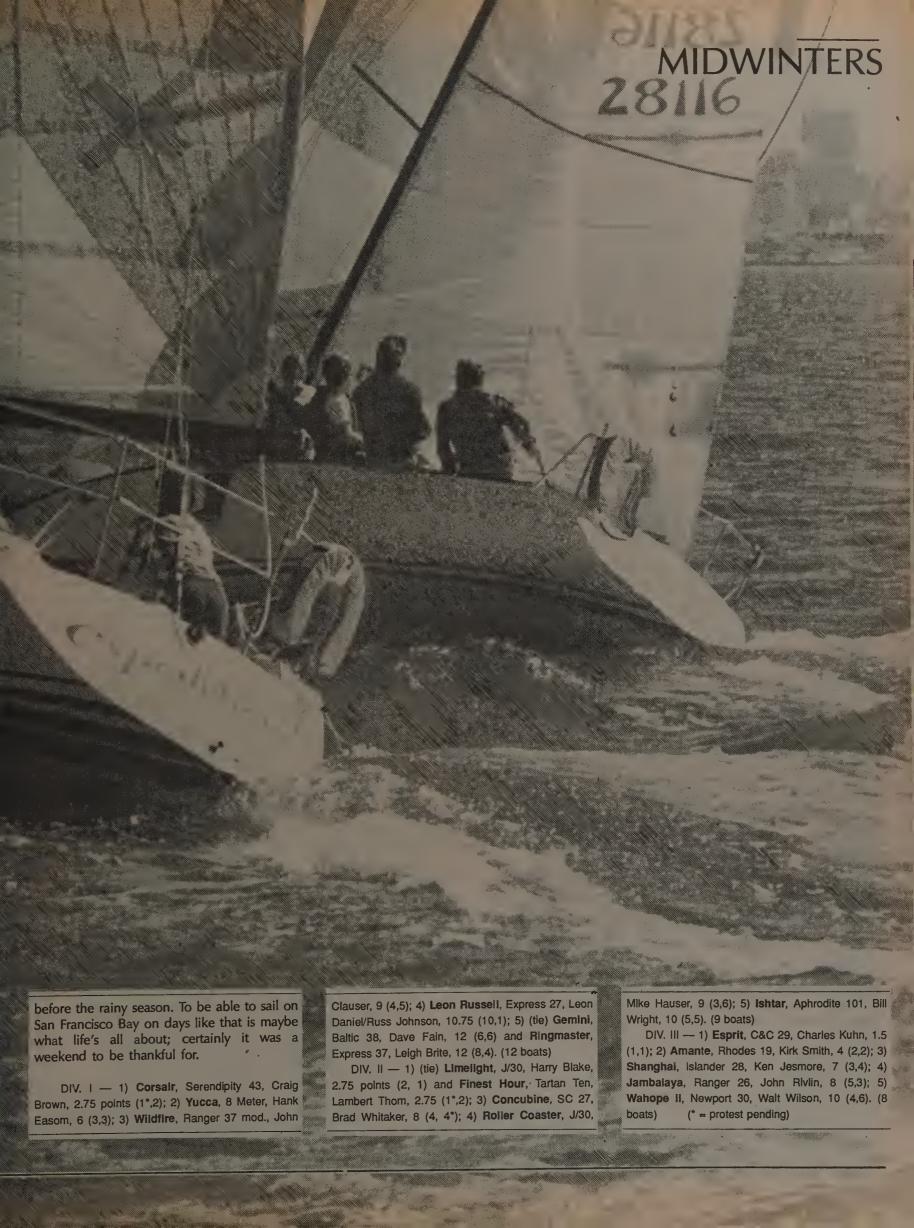
Don't get the idea that Schaumberg dislikes big boats — he's done three TransPacs, Mexican racing, Big Boat Series and lots more. But he keeps coming back to his faded orange 1967-vintage Cal 20, which he cheerfully admits doesn't look so hot. "But the sails and the bottom — the stuff that matters — are perfect!

"Another reason I like Cal 20s is it's easy," he admits. "I only have to make two phone calls and three sandwiches!" The other two sandwiches are usually consumed by Bren Meyer and Peter Jones, fellow members of the elite St. Clement YC. "What a great crew!" says Mike. "Everyone's completely involved in the tactics."

Schaumburg's wife Marilyn and his two young boys, Joe and John, filled in on occasion, too. Because of his sons, Mike has gotten involved with the Richmond YC junior sailing program this year. He's also the national measurer of the Cal 20 fleet. "I've had lots of fun with this sport," he says. "It's time to put something back into it."

2) **Humbug**, Woody Harris, RYC; 3) **Tension II**, John Nooteboom, CYC. (14 entered; 10 qualified)









Every picture tells a story, don't it? Clockwise, from left: The regatta was a '10' all the way; Wave Runner executes a textbook drop at Harding Rock; when starboard doesn't have the right of way; Gemini's (foreground) horoscope: "Be careful in matters of love and sailboat racing. You will tie for fifth in Division I"; it was a 'Miller Time' kind of a day all day; Yucca bears away for the hoist; with a crew like that, we'd be smiling, too! (All photos, Latitude/Rob.)







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CRUISING -

low much does it cost to cruise? That's the universal question among sailors. Long before storm sails are added, electronic equipment installed, and safety gear is purchased, the cruising budget needs to be addressed. For no matter how prepared you



You don't want to find yourself in Auckland and flush out of this stuff.

and your boat are, you simply cannot dash without the cash.

The area you cruise in and your style of spending will dictate how much money you'll need to support yourself. Mexico and Central America are a lot less expensive than French Polynesia or Australia. And whereas some people travel as if on an extended luxury holiday, others opt to live

You simply cannot dash without the cash.

frugally.

Since we had been fairly economical while preparing for our cruise on our 37footer, we anticipated falling somewhere in the middle of the budget curve. After all, our cash flow was only going to be oneway: out. After talking with various cruisers along the way, we learned we were probably closer to the lower middle of the

Our budget was based on reading a number of articles, talking with couples returning from cruises and finally, on what we had left in the bank after we outfitted the boat. We found out that we had to delay our original departure date by one year so that we would be sure to have enough money to cruise within our expectations. In addition, we decided we had to change our itinerary.

Originally we intended to take two years to cruise Mexico and the South Pacific. Since the areas in which we planned to cruise and the duration were based on what we had to spend, a quick review of our cash and probable expenses revealed we'd end up in Auckland —

We then decided that we would travel to Mexico and continue south through the Panama Canal and end up back in the States. As it turned out, we visited New Orleans before settling in Florida. In hindsight, it was the best decision we could have made for ourselves.

Dased on two adults aboard a 37-ft boat, we had an average of \$700 a month to spend. We always kept a small notebook handy. We listed our expenses by category to keep track of what we spent each month, so we always knew where we stood financially. This was helpful as some months were more expensive than others, and we could then plan ahead to cut back on our spending when necessary. Thus there were times that we really had to say 'no' to a Tshirt we normally would have bought, or cooked on the boat instead of going out to eat. But we never felt deprived or lacking in the necessities.

For two years of cruising, we spent a total of \$16,957, or just about \$8,500 a year. We broke down the spending into seven categories:

Transportation: Busses, taxis, anything that moved. Total: \$369.85 Mo. Average: \$15.41

Moorage: This expense was mainly incurred in the United States, as there are few marinas south of the border.

Total: \$871.49 Mo. Average: \$36.31

Boat: Everything that was purchased for the boat, whether it be repairs, restocking, or major purchases.

Total: \$5,227.86 Mo. Average: \$217.82

Gas/Diesel: Total \$818.83

Mo. Average \$34.11

Propane: Since we bought a propane freezer along the way, we kept this as a separate item. We started out with two 5gallon propane tanks and added a third with the freezer. The monthly usage with the freezer was 3.5 weeks for each tank. Propane was available wherever we went.

Total: \$83.63 Mo. Average: \$3.84

Miscellaneous: Everything else that did not fit in the above categories. This includes side trips away from the boat, gifts, personal items, and odds and ends.

Total: \$3,018.67 Mo. Average: \$125.78

Two Year Total: \$16,957.26. Mo. Average: \$706.90

wo of the above categories need some clarification.

First of all, boat expenses! This included a number of major purchases that were unexpected — to say the least. It was necessary for us to replace/rebuild our exhaust system within the first four months of cruising. Then along the way we bought a freezer (we left Seattle with just an



WHAT'S IT REALLY COST?

icebox), outboard motor (ours was stolen), new prop, new head, new water pump for the engine, and a back-up autopilot. This

Cruising still sure beats working.

totaled \$1,948.00. Although we had stocked up on spare parts and repair kits before we left San Diego, we added extra zincs, oil and filters, buckets, boat wax, charts, and fishing tackle. We — like many others — had a strong inclination to buy at this point, as it was our last stop in the United States.

The rest of our boat expenses were everything needed to keep Lady McLin in good shape and running well for two years. Most of these items were of the expendable variety: oil, filters, etc. We included one haul-out and bottom paint in the total cost.

With inflation having effected even rice and onions, cruising costs are up. But consider the alternatives.

The other category, miscellaneous, was our own personal catch-all. There were just a few major items in this grouping. We treated ourselves to scuba lessons and equipment while in the Sea of Cortez. This was a \$525 'gift' to ourselves, but one that was well worth it. The tanks, for example, allowed us to change our prop easily in Z-town after we bent it hitting a turtle. The other major cost items were \$130 lost when a wallet was stolen, and a pair of \$200 prescription glasses that fell overboard. The rest included laundromats, a few phone calls home, gifts for Christmas, souvenir purchases, one trip inland for sightseeing, and other such non-boating related items.

hat is not included in the above breakdown, but should be considered in overall budgeting, is pre-paid insurance. We had it the first year, and it cost \$1850. We didn't continue the insurance the second year as the company was requiring two additional crew members and we didn't want to travel with extra people.

Also to be considered are trips home. Our one trip was a gift from our parents. Then there was a start up fund necessary to establish ourselves in a new location. Our re-entry kitty was \$3,500, which was spent

almost immediately. This item was a cost which we had not planned on before leaving, but we managed to get by in part by not having to pay for insurance the second year. The extra money came in very handy to cover our first month's moorage,



Budget-busting breakdowns always seem to prop . . . er, crop up.

and car and insurance upon re-entry in the work-a-day world.

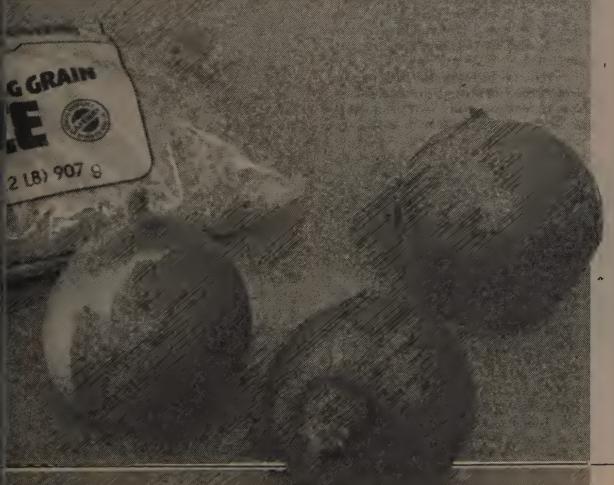
Our total outlay, including all pre-paid and start-up costs was \$22,307. When you break it down to \$11,150 per year for two people, it doesn't really seem that much. On reviewing our expenses, we were pleased with ourselves that we had stayed within our allotted budget.

In planning for our next cruise — through the Caribbean — we'll definitely have a larger budget since, one, the cost of living will have increased in the two years before we plan to leave, and two, the Caribbean is more expensive than Mexico or Central America.

Those of you planning to cruise now should keep in mind yhat the figures you are reading now are already history, as inflation has effected pretty much all of the world.

m afraid the days when you threw a bag of rice and a few onions on board and cruised for under \$400 a month are gone. Cruising may cost a bit more now, but it still sure beats working.

— linda sweeney



MAX EBB:

hat's all the activity about?" I asked as I settled into one of the familiar plush sofas in the bar of my yacht club. "Did we rent out the club for another barmitzvah or something?"

"Some kind of meeting," answered a club



Cooling off after some hot racing. Which one's Lee Helm?

member sitting beside me, between sips of his drink. "But I don't know who the group is. Not enough gold braid and scrambled eggs to be the Power Squadron, and not enough blue blazers and wheelchairs to be the PICYA."

"Maybe it's the Barbary Coast Yacht Club again," I said with some excitement, anticipating a first-class spread of hors d'oeuvres.

"Naw, too many women in the group."
I vaguely remembered the person I was talking to from some club function, but couldn't manage to associate a name with him. He seemed to know me, though, and I certainly wasn't going to admit to not recognizing him.

Just then our club manager hustled by with a full tray of exotic brands of bottled water. She was playing cocktail waitress for the moment, because the two volunteers behind the bar were badly overloaded serving drinks to the crowd arriving for the meeting.

"I used to be a YRA delegate myself," commented the other club member. "But I finally gave up on all that stuff. Gave up on racing, too. Got tired of dragging the boat around the same marks and the same courses, week after week."

"Apparently you're not the only one who feels that way," I said. "YRA entries were down again this year."

"I'm not surprised," he said thoughtfully.
"Racing just isn't as much fun as it used to be."

"Not as much fun? What makes you say that?" I asked probingly.

"You know what I mean. Back when we first started sailing in YRA, it seemed like we knew most of the other racers. There was always something going on at the sponsoring yacht club after each race. But these days, your competitors are just sail numbers and names that you hardly ever get to meet face to face. It was more friendly and more fun back then, and the boats were better for all-around use between races, too. You could go cruising one weekend, and racing the next weekend, and no one expected you to take the berth cushions or pots and pans off the boat for the race."

"That sounds like the 'good old days' syndrome to me," I argued. "There are plenty of races with post-race parties, and some of the YRA classes are great multi-purpose boats. I think you're just getting out of touch with the new racers entering the ranks."

"What new racers entering the ranks?" he countered.

"Look at the growth in Friday night races," I said. "They're going strong, even expanding. And there are lots of popular special regattas with great parties."

"All of those are non-YRA."

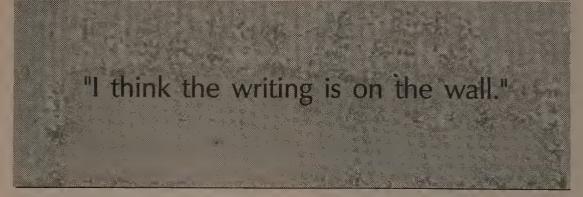
race to Vallejo and back is the only YRA event I still sail in. One of the smartest things they did in the last few years was to allow us to enter the Vallejo weekend only, without signing up for the whole season. That's the only time I get to swap lies with my old buddies from the one-design class."

I still couldn't figure out who this person was, but mention of the Vallejo Race gave me an opportunity. If I could identify his boat, the rest would be easy.

"Which boat were you on last year?" I asked tactfully, using the possibility that he might have raced on a different boat from the one he owned as an excuse for asking what should be an obvious question.

"Oh, surely you remember my boat," he said. "We even won the class championship a few years back."

And when he finally divulged the name and class of his boat, of course I immediately made the association. Just in time, too, because a few seconds later I had



"What's the big event?" I called out.
"Yacht Racing Association," she answered
back. "Aren't you one of our club delegates?"

"Oh my gosh!" I thought out loud. "I am a delegate. Good thing I happened to come down here after work tonight!" "Vallejo is YRA," I said. "That's every bit as much fun as it was in the 'good old days', judging from the number of drunk sailors who fall in the harbor at three in the morning."

"I'll give you that one," he conceded.
"Vallejo is still a great weekend. In fact, the

BACK TO THE FUTURE (OF YRA)



The finish line: Encinal YC's pool. Who will be the first one in?

to introduce him to another YRA delegate.

Lee Helm, a graduate student who crews for me occasionally, stowed her backpack and bicycle helmet in the coat room and walked into the bar. "Well, I'll bel" I said as she walked by the couch. "Don't tell me you're a delegate!"

"For sure, Max," she said. "The university sailing club puts on YRA races too, you know. And we have lots of YRA members. We get

three delegates this year."
"Good for you. Can I get you a drink?"

She graciously accepted my offer and asked for her favorite brand of exotic bottled water. I introduced her to my friend on the couch, and went to fetch her drink (and something more potent for myself).

When I returned a few minutes later, the two of them were engaged in the same debate about the future of YRA racing, picking up right where I had left off.

"There's one very big reason why new

entries in YRA are down," she contended.

"The economy?" I ventured.

"No, used boats with YRA classes are cheaper than ever, especially if you measure in inflation-corrected dollars."

"It's because YRA racing has become too competitive, and lost its friendly, family

I let that one pass unchallenged, for the time being.

"Well, then, what's the answer?"

"Sailboards," she said. "It's the only growth area left in sailing, and it's growing so fast, even after you average in a few fluctuations, that it's absorbing virtually all the new interest in sailing."

"You could be right," I said. "What can we do about it?"

"Nothing, for now. Eventually, all those windsurfers are going to get too old for that sort of thing, and a large percentage of them will move on to conventional, bigger boats. But meanwhile, we just have to be content with a stagnant fleet size. Except maybe for certain intangible influences, like a hyped-up America's Cup campaign, that seems to motivate people to go out and go sailboat racing every few years."

"But we need to address the long-term decline in YRA entries," I said. "How many boats were we down this year?"

Lee opened a manila file folder she had been holding, and took out a table showing the number of boats entered in each class for the last five years.

"Now, I could understand some of the older classes fading away through normal attrition. But look, even the new classes that we associate with younger sailors who should be right at the peak of their racing career are off. And the largest, newest classes are showing the most precipitous decline. There's something else that YRA must be doing wrong."

"Maybe it's what the other race organizers are doing right," said our ex-racer friend.

"You mean the popularity of the non-YRA races is the real problem?" suggested Lee.

"It's plausible," I said. "The total amount of racing activity doesn't seem to be dropping at all, if you count midwinters, Friday nights, short-handed ocean, and all those other

"Used boats with YRA classes are cheaper than ever..."

atmosphere," pronounced the other yacht club member.

"Don't be silly!" said Lee. "Just look at the class Max sails in. Most of those skippers would get their clocks cleaned sailing a Santana 22 in a Friday night race." special events in the far right column of the master schedule."

"YRA needs to do something new," declared the other club member. "They need to make every race as much something to look forward to as the 'fun' special events.

MAX EBB:

That's how it was when I started racing..."

n that case," said Lee, "You'll love what they have planned for next season."
"What's that?"

"The Vallejo Race has always been a huge success, right? So the approach here is to create another YRA event based on the same formula: A long non-standard course that goes somewhere outside the usual Bay racing territory, a finish location somewhere where the weather is nice, a massive raft-up for the whole YRA fleet, and a humongous party."

party."

"What did they come up with?" I asked.

"It's going to be called the 'Second Season Opener', or something like that, because it's scheduled for the first Saturday in August, right after the July break. I call it the 'Bonita-Encinal Race' because of the course: the start is at 'X' on the Olympic Circle, the windward mark is the channel marker off Point Bonita, and the finish is at the Encinal Yacht Club up the Oakland Estuary. Sound like fun?"

We were both silent for a second while we tried to contemplate what the new event would be like.

"If the Cal 20s or J/24s don't feel comfortable going outside the Gate," added Lee, "they can opt for Crissy or maybe Yellow Bluff instead. But I have a feeling the racers are going to love it. Imagine the whole YRA fleet — 500 boats — spread out from the bridge to Boaita. What a picture for the PICYA yearbook cover!"

"Imagine 500 boats in the Estuary when a ship comes in," I said.

"Actually," noted the other yacht club member, "I'd expect the classes to be pretty well separated after they did all that windward work — unlike Vallejo, where everybody seems to arrive at the same time."

"What about ship traffic, especially in the Estuary?" I persisted.



If you liked Vallejo, you're going to love Bonita-Encinal.

race or special event ocean race start. And the Encinal Yacht Club does sound like a great place to have a Vallejo-style party. Did you know they just put in a co-ed sauna?"

"I know they have a big swimming pool," I said. "But part of the success of the Vallejo weekend is that everyone's stuck there—they have to stay and party. If this is a one-day race, they can go back to their own berths instead."

"That's true," said Lee, "and that's one of the reasons they selected the Estuary for the finish. The whole fleet is, like, stuck up the creek. Except for those boats that live on the Estuary anyway, it's relatively inconvenient to go anywhere else for the night. They're also planning some closed-course racing in the Estuary the next day, although I have a feeling that not many classes would choose to make those races count for their YRA series."

"Would the Bonita Race count for the

of one. I assume they'll allow individual entries for this one also."

"For sure," said Lee. "But I think the plan is to set up the individual entry fees so that if you want to do Vallejo and Bonita-Encinal, you end up paying about the same as if you entered the whole YRA season anyway."

"Very clever," I said. "Think it'll work?"
"Probably will for me," said the skipper.

his alone isn't going to solve YRA's entry problems, though," I said. "YRA provides certain services — buoy maintenance, race appeals, PHRF ratings, public relations — that benefit all racers. Basically, we need to find ways to serve more racers."

"That's true, Max. On a long-term basis, YRA will have to restructure itself to include a broader membership base, beyond the YRA season entrant."

"We've been hearing those same words at these meetings for years, Lee. Some of the proposals may have merit, like including a kind of YRA membership with PHRF ratings, for example. Or that electronic bulletin board that you've been talking about. But those are tough changes to make. Do you think there's any chance of getting something like that through?"

"Well, it's interesting to see what IMRDA is doing next year," said Lee.

"IMRDA?" repeated the other club member. "What that? More alphabet soup?"

"It's the old IOR association, converted to IMS. Now the initials stand for the International Measurement Rule Division Association. Anyway, they wanted to do some special events, some ocean races, and a few normal Bay races, but they also wanted to stay in YRA. So YRA is going to serve as kind of a clearing house for all the clubs that are

"Imagine the whole YRA fleet — 500 boats — spread out from the bridge to Bonita!"

"They say the upper part of the Estuary," he answered, "only gets an average of one ship per day, which is scheduled in advance. And I don't think the shipping conflicts in the middle of the Bay, or under the bridge, would be any worse than any other big YRA

season?" I asked.

"Just like Vallejo, Max. It's up to the class."

"Well, this sounds more interesting by the minute," remarked the other skipper. "Maybe next year I'll enter two events instead

BACK TO THE FUTURE (OF YRA)

Unfortunately we ran out of time to debate the implications of this last proposal, because it was time to move into the dining

YRA ENTRIES AND A SECOND OF THE SECOND OF TH											
CLASS	1985	1986	1987	1988	1989	CLASS	<u>1985</u>	1986	1987	1988	1989
ARIEL CAL 20	SYRA)	9	11	11	8	NEWPORT 80-3		8			
CAL 25	(011M) 6	(SYRA)	20 9	18	14	OLSON 30 RANGER 23	2 11 11	13	12 18	11 16	14 12
CAL 2-27	16	181	16	19		RANGER 26		9	7	8	5
CAL 29	8	6	10	9	16	SANTANA 22	(SYRA)	(SYRA)	31	34	30
CAL 34	ž.					SANTANA 35	47	15	14	14	12
CATALINA 27	10	g	10	12	10	SOLING				10	6
CATALINA 30	13	11	9	9	J-82	TARTAN ID	9	9	6	6	4
CATALINA 38		9			100	THUNDERBIRD	11	6	5	8	8
CHALLENGER	6	7	7	7.7	6	TRITON	34	11	12	8	11
CORONADO 25	6	. 6	7	2	± 2						
ERICSON 35		***	9	4		BEAR	10	9	10	12	12
EXCALIBUR 26	8	5	5	5	34	BIRD	6.	6	6	10	9
EXPRESS 27	15	21	31	30	25	FOLKBOAT	17	11	17	13	10
EXPRESS 37		12	14	16-	12	ton	94	9	9	8	10
GLADIATOR	6		- 1			KNARH	33	33	30	29	30
GOLDEN GATE	7. A.	7.8	8	8	6	1.0			132	109	72
HAWKFARM ISLANDER BAHAMA	13	11.00	8	10	8	HDA-PHRE	146	119	15	21	23
ISLANDER 28	4		8	- I		HDA-IMS TORDA/IMRDA	54	44	38	18	14
ISLANDER 30	13	a a	8	6		IGRUAUMRIGA.	94		20 30 0		
ISLANDER 36		15	14		5_	OCEAN IOR	40	36	27	6	15
J-24	14 55	47	46	11 37	33	OCEAN PHRE	31	25	34	11	21
J-29	12	13	14	9	14	OCEANMORA	56	42	48	19	36
J-35				6	20 27 30	SSS/ASH	6	6	7	4	
MERIT	15	.8	8	8	7	OCEAN S-35	13	4			
MOORE 24	10	, J	6	6							
NEWPORT 28	8					YRA TOTAL	658	611	690	656	519
NEWPORT 30	15	16	16	15	14	VALLEJO ONLY			24	66	85

putting on the non-YRA events that the group is sailing in, passing the entry fees on to the clubs. As usual, YRA still gets their cut to cover their costs and services, but the racers are spared dealing with each club individually. The racers pay one fee to YRA, and are automatically entered in the mix of Bay, ocean and special events that their association has selected."

"Sounds to me like a throwback," I said, "and just when we finally got our race instructions standardized. And it sets a dangerous precedent. We'll have clubs collecting entry fees for what amounts to YRA races. What if all the clubs that put on YRA races wanted to collect entry fees?"

"That's how it worked in the old days," said the other skipper. "Every race was a 'special event', and then YRA started to standardize entry procedures, and then standardize race instructions. These days, half the time you go out and race and don't even know which club is putting the race on. Maybe we need to back up a little on that."

"I think the writing is on the wall," said Lee. "Even in your one-design class, there's a larger turn-out for certain midwinter races than for any of the YRA races. I mean, what does that say?"

"It says we like racing in the winter."

"It also says that YRA isn't getting market share, if you want to put it in those terms," she added. "Because the YRA format isn't as popular as some other formats. But the new IMRDA entry system allows the flexibility to include a much wider variety of races. It could also be a real savior for some marginal one-design classes."

"Explain that one."

"Let's say your one-design class has trouble getting the required five qualifiers for YRA one-design status, but you have ten or fifteen boats on the Bay that race in some form or another. By customizing the schedule — including, for example, the Vallejo Race, Bonita-Encinal, maybe the Windjammers or

room to start the meeting. But as we were getting up, another sailor came over in our direction.

"Hello, Max," he said with his hand out to greet me. "How's your boat doing in the midwinters?"

"Who on earth is this?" I thought to myself as I politely invited him to join us at our table for the meeting.

"Thanks," he responded, "but I have to sit with some other delegates I came with. Catch you after the meeting. If not, I'll see you next year at Vallejo, or at Encinal. This time I'm going to beat you!"

"Imagine 500 boats in the Estuary when a ship comes in," I said.

the Lightship Race, a couple of Bay races and maybe even a midwinter series or a Friday night series — you could design a schedule that's much more attractive to the owners who have given up on the regular summer series. And still keep it all under the YRA umbrella."

The meeting itself wasn't very eventful. But all the discussion before and after convinced me of one thing: the 'good old days' of yacht racing on San Francisco Bay are still in progress, and will very definitely include the 1990 season.

- max ebb

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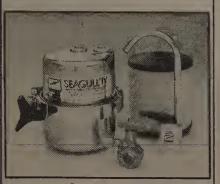
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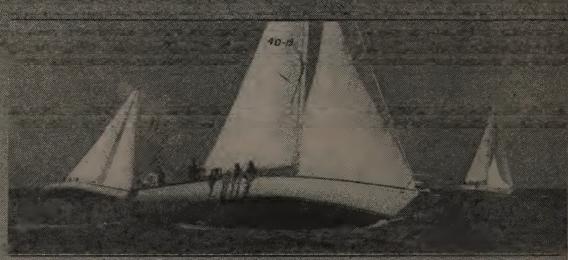
VORLD OF CHARTERING:

in early November we flew to Puerto-kich and the British Virgin Islands to prepare our boat for the charter boat show and to cover a regalta at the Bitter End T. but most or all to see for obracles if september's hurricane. Hugo had left anything for folks considering winter/spring charters in the Virgin Islands, After 10 days or powing around the ravored charger hausts, we had just one question for the locals: Are you sure there was a hurricane, or was all that hoopla just some Rasta jive?

In many ways the hurricane-hammered Leeward Islands are like the Bay Area after the Loma Prieta earthquake; if you know exactly where to look, you can find plenty of serious destruction. But if you don't know where to look or if you were enjoying yourself on a typical charter, you'd swear meteorological history had not been made just weeks before. The Virgins were no more ruined for chartering than San Francisco was leveled.

The bottom line is this: if you planned a Virgin Island charter vacation this winter, there is no reason you should change your mind. In fact sailing the Virgins will be better than ever this winter because it will be less crowded and because businesses will be more accommodating than ever in order to win back customers.

Like typical charterers, we flew from San Francisco to San Juan to Beef Island in the British Virgins. Despite our eyes being peeled for signs of damage, from the air Puerto Rico looked exactly like it had on our previous trips (which, in all honesty, is a little tattered). So did the U.S. and British Virgin Islands. As we came in low for a landing at Beef Island, we were amazed, not at the number of destroyed boats we'd seen, which was zero, but at the hundreds of seemingly undamaged boats bobbing around on the translucent blue water. How in the hell, we wondered, 'could so many boats have survived a hurricane as vicious



Above: Hugo has left the Virgins, but the sailing fun remains. Spread: The incredible lightness of being . . . in the Caribbean Sea.

we didn't have much luck. The houses looked like they always had; some quite nice and some crumbling. The leaves on the trees had quickly grown back, so they were as we remembered them. But worst of all for us devastation-hungry photojournalists were the boats: where were the hundreds of wrecked ones?

It wasn't until we passed a couple of bareboat bases that we saw a few boats with scratched hulls. But for every damaged boat there were 20 or 30 boats that looked perfectly fine. When we passed The Moorings' big marina it looked almost exactly as it did three years before. When we looked closer we did see one boat with a badly banged up transom and a few others with nasty scratches, but hardly anything else. The fine marina at Village Cay looked exactly as it had last Christmas,

pitched almost all the way up on the road. In the half hour cab ride from Beef Island to Soper's Hole, she was the only conspicuous sign that Hugo had called on

Wearied by our long trip, we ordered some lunch and a couple of 'Pain Killers' at Pusser's Landing at Soper's Hole. Later Chuck Tobias, 'Mr. Pusser', dropped by to tell us about the antics of our managing editor during a cruise to Greece 15 years ago and to treat us to another round of

as Plugo? Frankly, we still don't know.

On the ground and having cleared Customs, we were certain we'd see evidence of Hugo's wrath everywhere. But during the taxi ride along the Tortola waterfront from the airport to Soper's Hole,

with all businesses in full operation. It was just like trying to find earthquake damage in San Francisco.

It wasn't until we approached Fort Burt on the west side that we finally saw what we'd expected to have already seen hundreds of: a wrecked sailboat. There she was, a fine-looking 45-footer that had been

'Pain Killers'. Let us assure you, Hugo has had no effect whatsoever on those concoctions.

hey say November in the Virgins is the rainy transition month from humid summer to idyllic winter. That may be, but as we enjoyed our drinks at Pusser's Landing the sky couldn't have been more



IS AND STROP

blue, the temperature more working, or the breeze softer, it was as sensual as nature gets. The fine weather held for eight of the 10 clays; the other two were punctuated by heavy rain squalls.

Soper's Hole showed not a single obvious sign of Hugo. The ferries from St. Thomas were pulling in old a Customs like they givery did. Scores of boats tugged at their moorings while the usual cheapskates, as always, amused onlookers by trying to anchor in 60 feet. The Jolly Roger restaurant's 'jolly roger' flag was fluttering in the eternal tradewinds. It was the same as it ever was.

During a stroll the following morning, we noticed a carefully stacked pile of wood next to a boatyard. Finally it dawned on us; it had been a house. Try as we may, we couldn't figure out where it had blown down.

That afternoon we motored over to jost van Dyke to check out the three harbors on that popular island. Passing Little Thatch on the way, the mate pointed out a sailboat driven ashore by Hugo. Or so she thought. It turned out to be one stranded by hurricane Klaus about three years ago.

Jost's White Bay had about five boats at anchor and its spectacular beach showed no signs of damage. With only six boats at Great Harbor, home of Foxy's, things were slow, but this was the height of off-season. The real test would come at Little Harbor. Would Sidney, of Sidney's Peace & Love, come bounding out in his launch and, like a strip-joint barker on Broadway, holler out the menu and the dining hours? He did, and not a second behind schedule.

Jost van Dyke, indeed, looked exactly as it always had in November. A smattering of boats from The Moorings, CYC, Bimini, Stevens, North/South and other charter outfits were either at anchor or in the process of anchoring. Naturally men were at

the helm hollering at the women at the windlasses. It'd take more than mere earthquakes and hurricanes to change that.

Out in the distance we could see the occasional boat sailing by, including a timeless-looking Bermuda 40 yawl, her sails perfectly trimmed. The Caribbean Sea was

WORLD OF CHARTERING:

all shades of transparent blue, with visibility 25 feet or more. The water was warm and refreshing when we dove in, and the air was warm and refreshing when we got out. It's the sensation that makes your entire body sigh with the kind of relief not even a



"Welcome folks. C'mon over and enjoy dinner at Sidney's — or else!"

big bottle of Valium can give.

A short distance to the east at tiny Sandy Cay there were two bareboats, a big trimaran and the term charter yacht New Horizons anchored for the day. Ashore several topless couples lay on the powdery sand, soaking up the muted late afternoon rays. You should been there.

We set the hook for the night at Tortola's Cane Garden Bay, the long palmlined beach made famous in song by Jimmy



"If you wait for the diesel exhaust to clear, you'll can see this charterboat sleeps six, has a center cockpit and is in bristol condition."

Buffet. Although there would be no steel band jump-up that night, there were still 14 other boats, almost all of them bareboats, on the hook or hanging to Moor Secure buoys. What there was not, unfortunately, was a big enough north swell to cause world-class surf to peel off the point:

Rhymers', Quinta's and Stanleys', the three restaurant/bars on the bay, all offer fabulous views west to the anchored fleet and the setting sun. We sat at Quinta's, sipping a Myers's and tonic, swatting a few no-see-ums, watching the sun poke through the clouds in such a way that it looked like somebody had dropped the Big One. If we all were going to go, this would be as good a place as any from which to enjoy the fireworks.

he proof that Hugo was not the figment of collective imaginations was plain to see the next afternoon in Charlotte Amalie, St. Thomas, U.S. Virgin Islands. Approximately 10 to 20 boats lined the shore of Hassel Island in various states of destruction. Most of them looked to be in pretty good shape until you got up close when monumental flaws — such as huge holes in the hulls — were revealed. A few boats were still clearly salvageable, and there were guys with grinders, cloth and resin working on the top candidates. Other boats were sunk 100 yards offshore, marked only by the tops of their masts.

But the biggest accumulation of damaged boats was in the Crown Bay



Home sweet home, reduced to a neat stack of lumber by Mr. Hugo.

Marina environs, where we berthed for the night. Everything from J-24s to CT-65s, most of them hopelessly destroyed and many



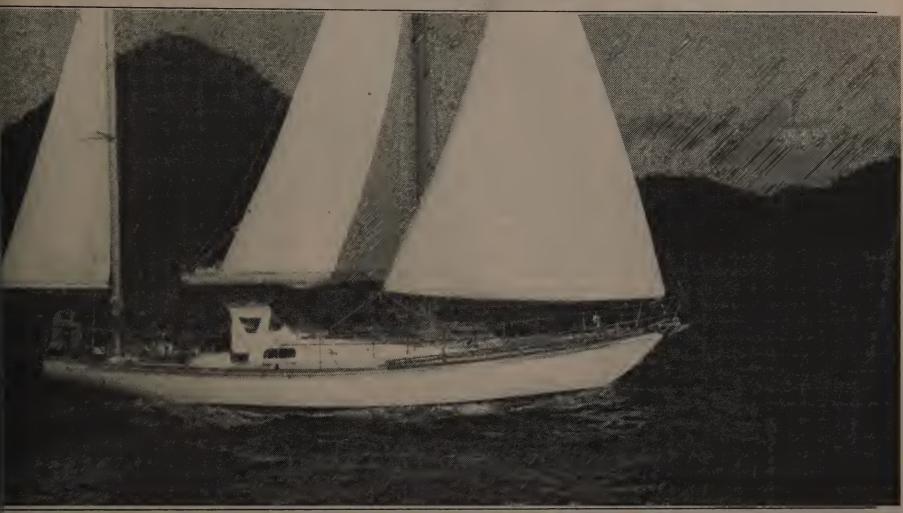
brought over from Culebra, lay waiting for an uncertain future. How do you dispose of tons of twisted fiberlass and mangled rigging?

A couple of 75-footers that had been driven up at Culebra and were later refloated, Sortiledge and Rangga, were in berths just down from us. Rod, Rangga's captain and part owner, was angry with his local Lloyds agent. Having paid \$5,000 to be refloated early, and having many charters booked, he'd now spent six weeks filling out forms and waiting for something to happen. Noting that both Fireman's Fund and Reliance insurance companies began handing out checks almost immediately in Culebra, Rod said he'd been refused permission to take Rangga to Florida for repairs, yet his Lloyds broker didn't seem close to totalling the boat either. Sortiledge, he said, was similarly left blowing in the

Part of the problem was that post-Hugo St. Thomas had spawned scores of instant marine surveyors and insurance adjusters. As a result, one 'expert' would say a boat needed \$50,000 in repairs while another would estimate \$100,000. Although frustrated by their situations, Rod and the crew from *Sortiledge* gladly went out in dinghies to escort a badly damaged Hugo victim into an adjacent slip.

If not for Hugo, these two big boats would have been with all their glistening sisters over at Yacht Haven Marina for the Virgin Islands Charter League charterboat show. While the show didn't fill up as it

SPECIAL VIRGIN ISLANDS REPORT



A Hinckley Bermuda sails sweetly in the light trades of November.

had in past years, there were still plenty of just-varnished, tricked-out term charter boats and crews waiting for charter brokers from across the country to go over them with fine-tooth combs. So fear not, if you want a crewed charter boat in the Virgins this winter, there are enough to serve you.

Understandably the charter fleet's spirits were subdued. Both changes in tax laws and Hugo have cut severely into the fleet, so many old hands and the normal bunch of fresh faces were missing. Parts of the Yacht Haven Marina itself, home to many charter boats, had been so damaged by Hugo that boats in the show were given free berthing. The nearest all-purpose market and chandlery were both so wiped out that rebuilding was only at the pouringnew-cement-foundations stage. Nonetheless, the season still looked promising for the top boats and those with lots of repeat business.

Bringing some much-needed levity to Yacht Haven and the charterboat show was a Canadian submarine that moored to the shut-down fuel dock. Celebrating 75 years of submarine service, the Canadians held an onboard open house that would have been the envy of John Belushi and his *Animal House* fraternity brothers. There was nonstop food and drink for everyone. Guys were trying to rub up against our lady in the jammed companionways. A drunken

woman stumbled across the engine room to grab our ass. When we asked to see how the periscope worked, a crewmember focused in on a women in a mini-skirt in the nearby Bridge Restaurant. We're certain the crew would have gladly honored our request to "Fire one!" at the Carnival Cruise

button.

The next day the submariners wore out their welcome when they fired up their diesel engines, engulfing the charterboats in the thickest cloud of diesel fumes ever seen. Early reports were that seven brokers and 18 charterboat crews died of smoke



Not a single Bath boulder was budged by Hugo.

Lines ship docked a hundred yards away, but there were so many revelers in the torpedo room we couldn't get to the inhalation and that one Irwin 65 decomposed at the dock. We didn't hang around for confirmation, however.

Still gagging on Canadian submarine

WORLD OF CHARTERING:



fumes, the following morning we headed up the Sir Francis Drake Channel to check out the leading attraction of Virgin Island charters: the Baths at Virgin Gorda. Hugo hadn't budged the house-size granite rocks an inch. Having been to the Baths several times before, we stopped at another beach just a couple of hundred yards to the north. Palm-lined with beautiful soft white sand, it makes a fine alternative on those days when The Baths is wall-to-wall boats.

Another popular stop for charterers is the little group of shops at Spanishtown and the Bath & Turtle Pub. We're glad to report that it's still all intact, and that the \$3.50 U.S. burger and fries at the Pub remains one of the better food bargains in all the Virgins. Just 200 feet away, the Virgin Gorda Yacht Harbor was mostly full, in good shape, and awaiting high season's overnight guests.

The mystery of what happened to all the wrecked boats in the British Virgins was partially solved by a visit to the Virgin Gorda Boatyard. There must have been at least 150 boats hauled out, about half of them for repairs to damage caused by Hugo. Some had minor cosmetic problems while others were structurally damaged. Several had holes big enough for manatees to swim through. A walk around that yard and others provided an excellent education in yacht construction. Some boats, it was clear to even the uneducated eye, are built far less ruggedly than others.

That afternoon we took a cab and ferry

Freedom 30s split tacks in the Bitter End YC Invitational Regatta.

up to the Bitter End Yacht Club Resort and stayed at one of their 'chateaus' high on a hill. If you're a sailor and your bride-to-be is a sailor, this is the perfect honeymoon destination for you. The attractive chateaus have balconies which overlook the rest of

room are all meals which, as we've written a number of times before, are among the best in the islands, plus the use of the pool, Lasers, Rhodes 19s, J-24s and some of the most up-to-date boardsailing equipment anywhere. If you like to scuba dive, Kilbride's outfit can handle anything. There are also nightly movies, a great bar with a clientele that changes with the arrival of



Finn charter Fever! Timo, fourth from left, charters in the Caribbean every November with Finn Air friends.

the resort, Gorda Sound, scores of boats at anchor, and the island Princess Di stays on when she's in the area. Included with your new boats each day, and little trucks which run you up and down the hill to your room. Once you've had your fill of honeymooning, you can charter one of the Freedom 30s and hit the rest of the Virgins for a week or so. For sailors getting married,

SPECIAL VIRGIN ISLANDS REPORT



it's the only way to go.

The Bitter End is also our choice for bareboat charterers seeking some 'middle-of-the-charter' comfort and civilization. About halfway through a charter, most folks get the urge to spend a day on land. The Bitter End, because of its excellent facilities and because it's the turnaround point for most Virgin Islands charters, is ideal for this midcharter break. For \$5 per person, you can kick back and enjoy resort life by the pool. For an additional charge you can rent excellent beginner to advanced sailboards or a Laser.

ashore in the Virgins is expensive, and the Bitter End is no exception. But the Bitter End meals are all buffets with entrees, including unlimited fine fresh fruits (hard to find elsewhere), salads, 'punches' and desserts. If you come hungry, it's the one place in the Virgins you can really get your money's worth. Well-built and superbly maintained, the Bitter End is also a "nice" place that ladies enjoy visiting. Oh yeah, they've got fuel and water, too.

We were at the Bitter End for their Third Annual Invitational Regatta, during which some of the best sailors in the United States and Canada compete in identical Freedom 30s and use resort guests as crew. Misfortune combined to keep a Northern Californian out of the regatta this year. First an untimely heart attack claimed

the life of Tom Blackaller, who was to compete for his second time. Then replacement John Kostecki had to bow out when the Loma Prieta earthquake shook his home like a rag doll.

After a series of very close fleet and match races, skippers Ken Read, a two-time J-24 champ, and Ed Baird, a small boat expert, had disposed of Peter Isler (Conner's navigator), Peter Holmberg (Silver Medalist in Finns), Terry Neilson, Cam Lewis and J.J. Isler. In match racing, the sailor who gets the start usually wins. But not always. Despite a series of poor starts that included the final race against Baird, Read had such blazing boat speed that nobody could touch him. He took the Bitter End Invitational Regatta, a first-class event at a first class resort, for the second year in a row.

In between covering the races, we made friends with 30 Finn Air employees who had chartered four boats from The Moorings. They were headed by Timo 'Commodore' Ikonen, who has been dragging other friends to November charters in the Caribbean for 12 of the last 13 years. Concerned about the effects of Hugo, Timo called The Moorings to be sure they should come down. The Moorings told him 'Yes'. "None of us have had any trouble because of Hugo," said Timo. "It's wonderful down here, everybody ought to come. The news in the United States is greatly exaggerated; it's scandalous how they always go into major hysterics."

which can be just as nasty, is only the place you get off the plane and board your boat — assuming you're starting your charter in the U.S. Virgins. If boarding on St. Thomas, leave immediately for the gorgeous beaches on the north side of St.



All the beach-front establishments are open for business at Cane Garden Bay.

John, being careful not to miss the ray feeding at Caneel Ray. From there we recommend you head directly to Soper's Hole in the British Virgins, where most bareboat charters start, and spend the duration of your charter there.

Some of the top spots in the British Virgins are Jost van Dyke, Sandy Cay, the fish-feeding and caves at Norman Island, Village Cay Marina, Marina Cay, Cooper Island, Cane Garden Bay, Spanishtown and Gorda Sound. There are many other places



Ride 'em cowboy! Outside the protected waters of the Sir Francis Drake Channel, the Caribbean can get lumpy.

All in all, chartering in the Virgins is as sweet as ever. The looting and violence? It shouldn't be a problem. St. Croix, where most of the unpleasantness took place, is a long 40 miles across the water. St. Thomas,

which may strike your fancy, as well as some 'secret spots' for those who don't like to follow the herd.

But if you're counting on diving lots of new wrecks, you'll have to forget it. Hurricane Hugo did come through, but by now you'd be hard pressed to find much evidence of his visit.

- latitude 38











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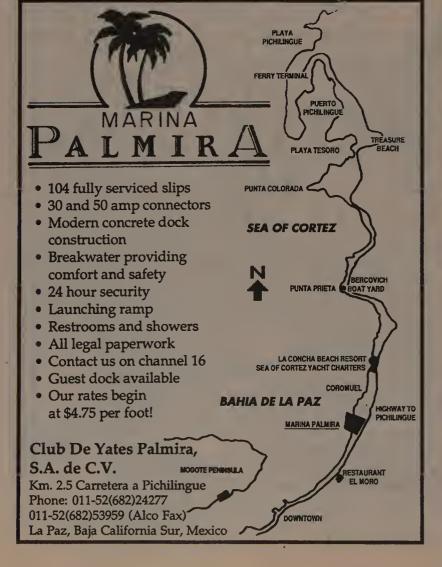
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THE RACING

Except for eight various midwinter races, November was a fairly slow month for racing. A few other races took place — namely the Great Pumpkin Regatta, the Big Green Water Tank Memorial Race and the J/29 PCCs — but mostly, it was all quiet on the western racing front. We filled the pages with reports on the Globe Challenge, an account of the 50-Foot World Cup in Japan and a sketchy update on the ongoing Whitbread Race. As usual, the column ends with race notes.

Antarctica to Starboard

On November 26, thirteen of the bravest and/or craziest singlehanded sailors in the world embarked on their adventure of a lifetime, the Globe Challenge. Starting off Les Sables d'Olonne, France, the fleet will sail 23,000 solo miles around the world, nonstop and without outside assistance. Dubbed the "Everest of Sailing" (only 14 people have ever sailed nonstop around the globe), the race is truly the most macho sailing marathon ever held, more so than the ongoing Whitbread Race (fully crewed yachts, six stops) and next summer's third BOC Challenge (also singlehanded, but with three stops).

Conceived by two-time BOC winner Philippe Jeantot ("The Flying Frenchman"), the



Macho man Mike Plant — poised to beat the French at their own game?

contest pits eleven Frenchman, one South African and one American against the elements and each other in custom 60 foot monohulls, most of which employ water ballast and can surf at over 25 knots off the breeze. Thirty-seven year old Jeantot, quite possibly the highest paid athlete in France, is the odds-on favorite to win. Other threats, according to *Cruising World* magazine, include five of Jeantot's countrymen — Titouan Lamazou, Jean-Yves Terlain, Philippe Poupon, Loick Peyron, Jean-Luc van den Heede — and South African Bertie Reed.

The lone American entrant, 39-year-old Mike Plant of Minnesota, qualified for the Globe Challenge by singlehanding his 60-foot Rodger Martin-designed Duracell (originally Spirit of Minnesota before Duracell picked up the title sponsorship) across the Atlantic in October. Plant, a class winner in the last BOC race, made the 3,400 mile trip in only 14 days, encountering winds over 50 knots and very rough seas. "The boat is exceptional," claimed the former Outward Bound instructor. "Our performance these past two weeks across the Atlantic bodes well for the upcoming race."

This is actually the second time a singlehanded nonstop around the world race has been attempted. The first one, sponsored by England's *The Sunday Times* in 1968, was nothing short of an unmitigated disaster. Nine boats started the race (all leaving at different times between June 1 and October 31), and only one, 30-year-old Englishman Robin Knox-Johnston sailing the 32-foot ketch *Suhaili*, actually finished.

The race took quite a toll on men and boats. Five entrants retired with gear problems, and one boat sank 1,500 miles from the finish. The strain of singlehanded long distance racing knocked two other competitors out of the race: mystical Frenchman Bernard Moitessier, sailing his steel Joshua, had a good shot at winning the race, but opted to sail past the finish line and half way again around the world before pulling into port. ("I continue non-stop because I am happy at sea," he wrote in his log, "and perhaps I want to save my soul.")

The other DNF was that of inexperienced English sailor Donald Crowhurst, a tortured soul who finally cracked up under



the stress of fabricating false position reports for seven months. His boat was found drifting off the Brazilian coast — Crowhurst wasn't on it, presumably opting for death rather than following through with his grand deception. (Read *The Strange Last Voyage of Donald Crowhurst* for the whole bizarre story.)

Anyway, according to The Champagne Mumm Book of Ocean Racing, "The idea of this round-the-world race had been received with less than enthusiasm by the yachting press when it had been announced — one labelled it as no more than an advertising stunt — and even when it was over it did not elicit much comment from them, though the winner was hailed as a hero by the general press."

Hopefully, the Globe Challenge — held 21 years after *The Sunday Times* debacle — will be an entirely different story. New technology, such as ARGOS transmitters, and a new generation of adventurers have

SHEET



'Duracell' — built to keep on tickin' while it takes a lickin'.

changed the nature of singlehanded competition, but the ocean remains the same. One thing's sure to be different though: Robin Knox-Johnston's winning time was 313 days. The first Globe Challenge competitors are expected to arrive back in France in late March, 1990 — less than half of Knox-Johnston's time.

Big Green Tank Memorial Race

The Singlehanded Sailing Society's makeup race for October's postponed Vallejo 1-2 was a one-day affair held on November 4. The alternative race was attended by only 18 boats — about a third of what the popular Vallejo 1-2 usually draws — but it wasn't a bad turnout considering the circumstances. The one-time race — a 16.2 miler up into San Pablo Bay and back — started and finished off the Richmond Riviera, and was named in honor of the now departed green water tank that once dominated the land-scape behind Brickyard Cove.

The course turned out to be a spotty light air beat and/or reach in each direction, with no need to set spinnakers. "I never used so much sunblock in a single race before," commented Commodore Ants Uiga, who cheerfully allowed, "The conditions were, favorable to my boat, but I didn't let it prevent me from finishing near the last of the finishers." Only half the fleet completed the course, with the majority of DNFs coming from heavier displacement boats in the doublehanded division.

Trophies for the Big Green Tank Memorial Race will be handed out at the SSS annual meeting on December 13 (MYCO; 6-7 p.m.) The next race on the SSS schedule is the Three Bridge Fiasco on January 27.

SINGLEHANDED — 1) Grand Slam, Cal 29, Fred Minning; 2) White Knuckles, Olson 30, Dan Benjamin; 3) Chelonia, Yankee 30, Ed Ruszel; 4) Interabang, Beneteau 46, Jeffrey Winkelhake; 5) Nidaros II, Santana 30/30, Bjarne Junge; 6) Scoop, Mair 28, Ants Ulga. (7 boats)

DOUBLEHANDED — 1) Emerald, Yankee 30, Peter Jones/John Kerslake; 2) Ram, J/35, Robert and Klmberley Milligan; 3) Sparrowhawk, Roger and Lenore Heath. (11 boats; all others DNF)

Whitbread Race Update

The first boats were due to finish the grueling 7,650-mile second leg of the 1989/90 Whitbread Round the World Race as we went to press. Last we heard, Fisher & Paykel — the boat we're rooting for — was still ahead, having led Steinlager 2 (aka Big Red) most of the race. Even after only one and a half legs, it's obvious — to us, anyway — that the ketch-rig gamble both these Farr-designed maxis took was the right choice for this race.

But the next six boats (Steinlager, Fortuna, Rothmans, Charles Jourdan, UBF Finland and Merit) are all within 55 miles of F&P, so it's anybody's race still. The Finnish Martella, which led briefly after going almost suicidally far into iceberg territory (they went as low as 52° south, while everyone else stayed at 50°), and the Russian "submarine" Fazisi, with its dangerously low freeboard, aren't that far behind the front-runners.

With 90% of the race — which left Punta del Este, Uruguay, on October 28 en route to Fremantle, Australia — in the treacherous Southern Ocean, this is the leg that is sorting out the champs from the chumps. It's sure to produce the "best" stories, too, some of which have already trickled into our editorial offices.

For example, this has been an unbelievably quick leg. Low pressure systems have generated some big blows, enough to break three booms (Fazisi, NCB Ireland and Catorade), destroy many spinnaker poles and sails, rip a spinnaker halyard winch off Fisher & Paykel's deck, and more. During one of the storms, the Spanish ULDB maxi Fortuna reported an astounding 393.8-mile day. That translates to a 16.41 knot average, a new monohull 24-hour speed record.

Unfortunately, the wild surfing conditions also claimed the life of a crew member on the English entry Creightons Naturally. Apparently, two men were swept overboard in a nighttime broach. One was recovered in

THE RACING

30 minutes. The other, 36-year-old Anthony Phillips (related by marriage to the royal family), was dead from exposure by the time he was retrieved 47 minutes after the incident. Though the first loss at sea, Phillips' death marks the third in the race (the first two occurred ashore in Uruguay). One begins to wonder if this race is jinxed...

At least two other crewmen (on Fortuna and With Integrity) were also swept overboard, but thankfully were quickly retrieved. Hopefully, most other tales from this leg will be — pardon the pun — less chilling.

We'll have a more detailed report next month. Meanwhile, the fleet sails again on December 23 on leg three, a (relatively) short 3,434-mile jaunt to Auckland, New Zealand.

Japan 50 Footer Regatta

"What an extravaganzal" enthused Sausalito sailmaker Tim Parsons about the International 50-Foot World Cup Regatta held in Miura, Japan (60 miles south of Tokyo) on October 31 through November 5. Japanese



Tim Parsons: from the Japan Regatta to the Cabo Race, he's been getting around.

real estate developer Mark Morita, owner of Champosa V, and various Japanese sponsors footed an estimated \$7 million (U.S.) tab to

cover the lavish event — including shipping all the boats over, paying all airfares and accommodations, providing excellent Western-style food, and big parties. "It definitely set a new standard," figures Parsons.

Eighteen boats (9 from the US, 3 from Japan, and one each from Australia, Hong Kong, Denmark, Sweden, England and West Germany) attended the landmark event. Ten were fractionally rigged; of these, six were state-of-the-art Farr 50s, including the Hong Kong-based Foo (ex-Jamarella), the boat Parsons sailed on. That the crews were star-studded goes without saying — rockstars were attracted to the Japanese regatta like flies to an outhouse. In fact, Roger Kennedy, a spokesman for the 50 class, claimed it was the largest collection of sailing talent gathered in one place since the '87 America's Cup.

However, the only variable Morita couldn't buy — the weather — almost proved the undoing of the regatta, which was supposed to consist of seven buoy races. Parsons jotted down some notes for us on the racing, and his account follows:

Race 1 — NE wind, 6-11 knots. Rain/fog/poor visibility. Big shifts, some as much as 40°. Many position changes, with fractional riggers moving to the forefront. Container wins, followed by Windquest and Blizzard.

Race 2 — Fresh 15-20 SW wind at start. Increases to 40 knots, causing last beat to be sailed with a variety of headsails from #3s to storm jibs. Two broken masts; three broken booms (are they being built too light?); some carried no spinnakers downwind. Abracadabra (Kolius) goes keel up on a jibe; Champosa (Cayard) sails over fish nets and breaks rudder; Windquest (Bertrand) nips Andelsbanken by 13 seconds at finish; Will is third.

Layday — Much needed to repair the boats. Container hires a barge to retrieve her broken mast from the bottom of Sagami Bay, and rewelds it back together overnight. "Midnight Marine" projects on Carat (new mast), Bengal (boom), Heaven Can Wait (boom), Andelsbanken (boom), etc. Some crews actually go sightseeing.

Race 3 — Long wait for the breeze to come up. Eventually, a S/SW sea breeze of 4-7 knots shows. Some holes; some 20° shifts. Bengal V wins; Will and Carat VII (with Craig Healy as tactician) follow.

Race 4 — General recall, then black flag. Start in N/NE 7 knot breeze (leftover morning land breeze). It dies; average boatspeed drops



50-footers running down Sagimi Bay. Well, would you believe it's PHRF VI action at the November 12 BYC/MYCO midwinter?

below 2.5 knots. Class rules require race to be abandoned. Wait all day for wind, but none comes...

Race 4 (rerun) — Last day of regatta and no wind again, jeopardizing the whole event (rules require four races to constitute a series). Sea breeze, 8-13 knot S/SW, finally arrives at 2:30 (race supposed to start at 9:30). Good race; 20° shifts. Windquest and Will fight it out for series honors; Windquest wins. Bengal is third. Fujimo wins the four-boat Classic Division for older 50s.

"All eyes are on the 50 class right now," said Tim. "It's a model success story of owners organizing their own races to their own rules. The emphasis is on having a good time in fun venues."

The next regatta on the red-hot 50 circuit is at Key West on January 15-19. All the boats except Foo and Heaven Can Wait (which are returning to Australia for the Sydney-Hobart thrash) are expected to be there, and they will be joined by at least three more boats, the old Soverel-designed Locura under new management, and two new Frers 50s, Cyclone from Australia and Promotion from Switzerland.

Complete results of the Japan regatta follow, with owners listed first, followed by drivers and tacticians.

1) Windquest, Farr, Rich DeVos/John Bertrand/Terry Nielson, USA, 12.5 points; 2) Will, Farr, Ryouji Oda/Geoff Stagg/ib Andersen, Japan, 13; 3) Andelsbanken, Jeppeson, Victor Gruelich/Jens



Christensen/same, Denmark, 18; 4) Champosa V, N/M, Mark Morita/Paul Cayard/Gary Welsman & Bruce Nelson, Japan, 31; 5) Bengal V, Farr, M. Kobayashi/Peter Lester/Rod Davis, Japan, 31.75; 6) Carat VII, Farr, Wictor Forss/Peter Holmberg/Craig Healy, Sweden, 34; 7) Container, J/V, Udo Schutz/Achim Griese/Paul Ricard Jensen, W. Germany, 35.75; 8) Blizzard, Humphreys, Emest

Juer/Jonathan McKee/Rodney Pattison, England, 38; 9) Foo, Farr, Warwick Miller/same & Patrick Pender/Barry Thom, Hong Kong, 39; 10) Renegade, Frers, Ken Meade/Waliy Cross/same, USA, 41; 11) Gem. Brland, Bill Ziegler/same/Steve Benjamin, USA, 42; 12) Heaven Can Wait, Farr, Warren Johns/Jamie Wilmot/Richard and Tom Dodson, Australia, 43; 13) Fujimo, Frers, Jerry Schostak/Jack Slattery/Jim Marshall, USA, 44; 14) Abracadabra, N/M, Andrews & Lemak/John Kolius/Curt Oetking, USA, 48; 15) Infinity, N/M, John Thomson/same/Ken Read, USA, 48; 16) Lybrno, Frers, John Tijanlch/same/Jack Mueller, USA, 54; 17) Springbok, Valliceili, David Rosow/Tom Whidden/Halsey Herreshoff, USA, 55; 18) American Eagle (ex-Retaliation), Frers, Ed Grant/same/Bob DeClerque, USA, 68. (18 boats)

Great Pumpkin Regatta

"Halloween and earthquakes — what a combination!" said race promoter John Dukat of this year's "extra strength" Great Pumpkin Regatta. Held on October 28-29 on the Richmond Riviera, the Pumpkin Regatta — which was billed as "aggressive therapy for the midwinter blues" — featured Richmond YC's usual blend of good racing followed by "serious fun".

Winner of this year's Pumpkin Trivia

Quiz was *Blitz*; best decorated boat went to *Cannonball* (which was dressed up as a Viking warship); and best boat name was *Free Zsa Zsa* (Ray Delrich's J/24). Results of Saturday's racing follows, as well as the top five in Sunday's pursuit race around Angel Island.

WABBITS — 1) WPOD, Melinda Groen; 2) Ricochet, Jean Harris; 3) Mr. McGregor, Kim Desenberg. (8 boats; 2 races)

HAWKFARMS — 1) El Gavilan, Jocelyn Nash; 2) Cannonball, Rick Schuidt; 3) Nighthawk, John Siegai. (6 boats; 2 races)

EXPRESS 37 — 1) Request, Gienn Isaacson; 2) Ringmaster, Leigh Brite; 3) Blitz, George Neill. (6 boats; 2 races)

EXPRESS 27 — 1) Desperado, Mike Bruzzone; 2) Jaiapeno, John Stewart; 3) Max Headroom, Mike Duvail. (15 boats; 2 races)

J/35 -- 1) Kirl, Bob George; 2) Ukiyo, John Williams; 3) Redline, Bill Fawns/Don Trask. (6 boats; 2 races)

J/24 — 1) American Beauty, Ray Delrich; 2) Pobody's Nerfect, Moelier/Young; 3) Sweeney Todd, D. & L. Menis. (14 boats; 3 races)

OLSON 30 — 1) **Dragonsong**, Tim Knowles; 2) **Impulse**, Barry Danieli. (3 boats; 2 races)

MIDWINTER RACE RESULTS

BYC/MYCO Midwinters

The first of four Berkeley/Metropolitan YC midwinter weekends went off without a hitch on the Circle on November 11-12. All divisions sailed the 8.8-mile triangle, windward/leeward course, though the upwind mark was 180° opposite on each day (Saturday featured a light northerly; Sunday saw a steadier southerly). Pleasant midwinter conditions prevailed throughout the weekend, though according to the race committee, one boat reported being just slightly overpowered on Sunday.

"It was business as usual, excepts the wind gods were a little stingy on Saturday," said co-race chairperson Bobbi Tosse. She reported that participation in this traditionally biggest midwinter series is off a bit this year (presumably because of the Little Big One) and that Buoy D was "out of order", which forced some less-than-perfect course selections.

SATURDAY SERIES

OLSON 30 — 1) Saint Anne, Dick Heckman; 2) White Knuckles, Daniel Benjamin; 3) Think Fasti,

Holt/Milligan, (10 boats)

PHRF A (under 144) — 1) Absolute 88, Wylie 37, Keith MacBeth; 2) Kirl, J/35, Bob George; 3) Ozone, Olson 34, Carl Bauer. (10 boats)

EXPRESS 27 — 1) Light'n Up. Ted Wilson; 2) Locemetion, Scott McRobie; 3) Mantis, Rich Tofte; 4) Student Driver, Bill Hoffman; 5) Loose Cannon, Good/Schwager (23 boats)

SANTA CRUZ 27 — 1) Concubine, Brad Whitaker, 2) Variety Show, Rob Schuyler, 3) Sacre Bleu, Ross Groeiz. (8 boats)

PHRF B (145-168) — 1) Pearl, Olson 25, Bill Riley, 2) Mercedes, Moore 24, Joel Vertii, 3) Cookie Jar, Moore 24, Irving Rubin, (10 boats)

J/24 — 1) How Rude, Hodges/Walecka; 2) A Grinder, Jeff Littlin; 3) American Beauty, Ray Detrich; 4) J-Walker, Donald Hazzal. (16 boats)

MERIT 25 — 1) Shenanigans, Pat Brown; 2) Twillight Zone, Paul Kamen, (5 boats)

PHRF C (169-186) — 1) ShareHolder, Holder 20, Gary Albright; 2) Chocolate Ship, Bucaneer 29, Bob Halem. (6 boats)

NEWPORT 30 — 1) Topgallant, Frank Hinman; 2) Achates, Bill Schultz; 3) Cygnet, Nick Abitsch. (7 boats)

PHRF D (187-198) - 1) Keewatin II, Freedom

25. Jensen family; 2) Checkout, Cal 2-27. Misha Orloff. (4 boats)

PHRF E (199-up) — 1) Cinnabar, Cal 25, Ed Shirk: 2) Hawk, Alberg 30, Wren Collins, 3) Two-Bits, R. & M. Ostern. (10 boats)

SANTANA 22 — 1) Buffalo Honey, Lou Fields; 2) Carlos, Robert Ward. (5 boats).

SUNDAY SERIES:

OLSON 30 — 1) Think Fastl, Holf/Milligan; 2) White Knuckies, Daniel Benjamin. (6 boats)

PHRF I (0-129) — 1) Power Play, J/29, Peter Cunningham. (3 boats)

EXPRESS 27 — 1) Light'n Up, Ted Wilson; 2)
Mantie, Rich Tofte; 3) Salty Hotel, Mark Halman, (9 boats)

PHRF II (130-165) — 1) Magic Jammies, Wavelength 24, Witcher/Hart; 2) High Frequency, Wavelength 24, Merie/Bell; 3) Zott!, Choate 27, Robert Hrubes, (7 boats)

OLSON 25 — 1) Honeys Money, Bob Evans; 2) Fast Freddle, Wyatt Mathews; 3) Vivace, Bill Riess. (40 boats)

PHRF III (168-170) — 1) Chesapeake, Merit 25, Jim Fair, 2) Phantom, J/24, John Guillford, 3) Twilight Zone, Merit 25, Paul Kamen. (8 boats)

PHRF IV (171-195) - 1) Antares, Islander 30,

THE RACING

SANTANA 35 — 1) Dance Away, Bob Bloom; 2) Dream Machine, John Alken. (3 boats; 2 races)

ETCHELLS 22 — 1) Which Witch is Wich, Kersey Clausen; 2) Wild Thing, Dave Yoffie; 3) Lestat, Joe McCoy. (8 boats; 2 races)

SOLING — 1) **incisor**, Ken Grayson; 2) **Elaine**, Brett Allen. (2 boats; 4 races)

CAL 2-27 — 1) **Temptation**, Rollye Wiskerson; 2) **Con Carino**, Gary Albright. (5 boats; 4 races)

SANTANA 22 — 1) Carlos, R.B. Ward; 2) Soliton, Mark Lowrey. (2 boats; 4 races)

GREAT PUMPKIN REGATTA: 1) Ringmaster, Express 37, Leigh Brite; 2) Thumper, Wabbit, Cölin Moore; 3) Spindrift V, Express 37, Larry Wright/Lynn Huntley; 4) Slithergadee, J/35, John Neisley; 5) Ukiyo, J/35, John Williams. (70 boats)

J/29 PCCs

Alameda J/boat dealer Don Trask continued his winning ways on the weekend of November 11-12, adding the J/29 Pacific Coast Championship to his long list of '89 victories. Sailing his *Smokin' J*, which he coowns with Gerald deWit, Trask put together consistent finishes of 2,4,2 in the light air three-race series. Only 10 boats participated in the hastily thrown-together make-up of the original event, which had been postponed due to the earthquake.

Ironically, Kirk Denebeim and Ron Losch's *Potsticker* had the best boatspeed of the weekend. Unfortunately, they misunderstood the race instructions in Saturday's first race and had to withdraw after ostensibly winning it. They went on to win the next two races cleanly, salvaging a second in the series. Newcomer Arvind Sodhani and his life-jacketed crew of *Black Lace* came in third.

1) Smokin' J, Don Trask/Gerald deWit, 8 points;
2) Potsticker, Kirk Denebeim/Ron Losch, 12.5; 3)
Black Lace, Arvind Sodhani, 13.75; 4) Team Tahoe,
Jim Gregory, 18; 5) J-Spot, Tom Fancher, 19; 6)
Advantage II, Pat Benedict, 19; 7) Blazer, Mike
Lambert, 20; 8) Power Play, Bill Dana, 20; 9)
J'Ouvert Mornin, John Marsh/Andy Paul, 20; 10)
Thrasher, Steve & Nick Podell, 21. (10 boats)

Race Notes

The fast track: 44 juniors sailed in the Northern California Youth Sailing Association's second regatta/symposium on November 11-12 at SFYC. David Wilson won the El Toro competition; Rolex team member Forrest Fennell crushed the Laser fleet. We'll have more on NCYSA next month — in the meantime, to learn more about this new group, call Patrick Andreasen at 347-0259, or



the NCYSA hotline, 995-4722.

In the "wish-we-were-there-now" category: San Diego YC, this month's stewards of the America's Joke, won the **1989 Acapulco Challenge** on October 29-30. Sailed in sunny Acapulco in nine 40-42 foot IOR boats provided by the Mexican hosts, the fourth annual challenge series pitted three boats from SDYC, Club de Yates de Acapulco and Club de Vela Valle de Bravo against each othèr. The clubs finished the three-race regatta in that order. The top three individual boats were: 1) *Imanja*, N/M 40, Sandy Purdon, SDYC, 13 points; 2) Saeta, N/M 41, Rogelio Partida, Acapulco YC, 14; 3) *Dim-*

MIDWINTER RACE RESULTS -- CONT'D

Larry Telford; 2) Gold Rush, Islander 30, Jim Lucas. (4 boats)

PHRF V (196-207) — 1) FreyJa, Catalina 27, D. & L. Nelson, 2) Temptation, Cal 2-27, Rollye Wiskerson; 3) Con Carino, Cal 2-27, Gary Albright, (11 boats)

PHRF VI (208-up) — 1) Gust Buster, Santana 22, John Orfali; 2) Naressia, Coronado 25, Bobbi Tosse; 3) Cinnabar, Cal 25, Ed Shirk. (8 boats)

FOLKBOAT — 1) Moria, Jed Grane; 2) Musket, Eric Chipps. (4 boats)

WABBIT — 1) Ricochet, George Pedrick; 2) Tulawemia, Harpainter/Working. (4 boats)

Coyote Point YC Midwinters

"What a day not to race!" claimed regatta chairwoman Ruth Lee.

Coyote Point YC's first midwinter race, held on November 18, saw 28 boats start a 6.8-mile course after a 45 minute delay. The race started in 2-3 knots of wind, which quickly faded to 1-1.5 knots before eventually "gusting from zero to nothing."

Only four boats managed to finish before the time limit. CPYC has guaranteed everyone better weather at their next midwinter race. on December 3.

DIV. A — 1) Wind Warrior, Peterson 34, Andy McCafferty; 2) Alley Cat, Caprl 30, Ray Weldner/ Wayne Weathers; 3) Elusive, Express 37, Dick Desmarais (10 boats)

DIV. B -- (4 DNF)

DIV. C — 1) Chabils III, C&C 36, Dave Few. (9 poats)

DIV. D --- (5 DNF)

Jack Frost Series

"This was one of the nicest midwinters ever," claimed Encinal YC's Shirley Ternming of the first Jack Frost race on November 18. The prelude to the race was almost as pleasant as the race itself, as the fleet ate lunch and sunned themselves waiting for the wind to arrive at the Treasure Island starting area. Things were so peaceful that a few one-design boats even rafted up and twirled around together.

Eventually a 10-knot breeze filled in and the fleet set out on a 7.8-mile windward/leeward twice-around course. The next race in this healthy (52 boats) five-race series is on

December 16.

DIV. A — 1) First Class, Express 37, Bill Stauch.
2) Surefire, Frers F-3, Matt & John Carter; 3)
Danville Express, Express 37, Andy Hall. (11 boats)

DIV. 8 — 1) Severn, Annapolis 44, Ryle Radke; 2) Kamala II, Ranger 29, Bill Keith; 3) Movin On, Jeanneau 32, Bob Neal, (10 boats)

DIV. C — 1) Billikin, Wavelength 24, Steve Ritz; 2) Twilight Zone, Merit 25, Paul Kamen; 3) Chesapeake, Merit 25, Jlm Falr. (7 boats)

CATALINA 30 — 1) Fat Cat, Seth Bailey; 2) Blue Denim, Paul Jeans. (4 boats)

DIV. E — 1) Jubilee, Arlel, Nancy Morrison, 2) Cinnabar, Cal 25, Ed Shirk; 3) Toots, Thunderbird, Ourtis King. (8 boats)

NON-SP(NNAKER — 1) Something Special, J/35, B.D. Frolich; 2) Joanna, Irwin 30, Martin Jemo; 3) Sea Dancer, Yamaha 25, Ron Wiley, (7 boats)

CATALINA 34 — 1) Goolara, John Billmeyer; 2) Wind Dragon, Dave Davis; 3) Phaedrus, Bill McReynolds; (5) ats)

Santa Cruz YC Midwinters
The first race of the Santa Cruz YC



El Toros approach the starting line at the recent NCYSA regatta/symposium at SFYC.

ensions, N/M 40, Chuck Nichols, SDYC, 22.7.

News from the BOC Challenge 199091: The closing date for entries in next year's BOC Challenge (a four stage singlehanded around-the-world race) is January 1. So far, 21 paid-up entries have been received: six each from Britain and Australia, four from the U.S. (21-year-old Brad Van Liew and Whitbread veteran Bill Biewenga, both of Newport, R.I.; Bill Gilmore of New Hampshire; and Ron Ingram of West Virginia), and one each from Holland, Canada, South

Africa, Hungary and Japan. A total of 30-40 entries are expected in this, the third BOC Challenge. The 27,000-mile marathon will begin on September 15, 1990 from Newport, R.I., and will stop in Cape Town, Sydney and Punta del Este, Uruguay.

Cut n' save: Metropolitan YC of Oakland recently announced the dates for next summer's Catalina Race. Seminars will be held on April 26, May 10, May 31 and June 21. Entries will close on June 11; the bon voyage party at MYCO will be on July 7; the non-spinnaker start will be on July 8; spinnaker starts will be on July 9; and the victory party in Avalon will be on July 13.

We'll have more details on this 12th annual race in future issues. In the meantime, call Tom or Lynn Sparks at 351-6888 for more information.

Sausalito YC's Craig Brown and the 10-man crew of his Serendipity 43 Corsair travelled to Annapolis on November 3-5 to represent Area G in the fourth annual USYRU Offshore Championship. They finished ninth out of ten in the five-race Luders 44 competition on Chesapeake Bay, but did bring home the Sportsmanship Trophy, prompting Brown — an attorney — to quip, "When was the last time a lawyer ever won a sportsmanship award?" Good question.

Charlie Scott of Annapolis won the event going away, posting a 1,2,1,1,1 record. How Scott, a past One Ton NA ('84) and SORC ('85) winner with his J/41 Smiles, snuck into this supposedly amateur contest is anyone's guess. Finishing a distant second was Mel Richley of Newport Beach, chairman of the USYRU Offshore Council and owner of the Choate 48 Amante.

Winners all: In other USYRU events, former Bay Area star Bart Hackworth, now of San Diego, and crew Will Baylis of Carmel won the 1989 USYRU Champion of Champions Regatta in Fourney, Texas, on

MIDWINTER RACE RESULTS — CONT'D

midwinter series was held on November 18 under sunny skies and next to no wind. Race manager Dave Wahle sent the 29-boat fleet — which this year is racing as one division instead of two — on a twice-around triangle that would have amounted to 3.5 miles. He shortened it to one lap (1.75 miles) when the wind failed to materialize. Happily, everyone survived the harrowing race, though four boats failed to finish.

1) Summertime, Moore 24, Dennis Bassano, Jr.
2) Adios, Moore 24, Dave Hodges; 3) Kabala, Olson
30, Jay Bennett, 4) Duet, SC 27, Bob DeWitt; 5)
Animal House, Olson 30, Akrop/Lezin; 6) Mystery
Eagle, SC 27, Sturgeon/Schuyler; 7) Wizard, Soling,
Dick Lewis; 8) Presto, Moore 24, unknown; 9) Mach
Two, Soling, Gil Smith; 10) Snafu U, Moore 24, Mark
Berryman, (29 boats)

Sausalito CC Midwinters

The opener of the Sausalito Cruising Club midwinters was sailed on November 4 in moderate winds and — at least in the middle of the Bay — a chilly fog. The Jensen

family's familiar Farr 48 Sangwind corrected out over the three divisions of PHRF racing, all whom sailed a 7.35-mile excursion from the Little Harding start to Crissy, Fort Mason, Knox and finish,

The one design fleets did two laps around Yellow Bluff, Harding Rock and Knox Buoy for a 6.8-mile course. Notable finishes were turned in by "real" rockstar Pete Sears (formerly of the Starship) who won the Golden Gate class with his Osprey and Rick Hastie of Calafia, who was one of only two Bear boaters to correctly interpret a postponement in their starting sequence.

"It was a surprisingly good turnout, especially considering what the Golden Gate YC did to us," claimed race chairman Robert Kowolik, referring to the fact that the GCYC midwinters have been switched to Saturdays this year.

DIV. I (under 175 PHRF) — 1) Sangvind, Farr 48, Jerry Jensen; 2) Ruckus, Newport 30 Mk. II, Paul Von Wiedentield, (4 boats)

DIV. II (over 175 PHRF) — 1) Wherewolf, Cal 29. J. Hauser; 2) Impossible, Ranger 23, Gary Kneeland; 3) Gabbiano, Islander 28, Chuck Koslosky. (9 boats).

DIV. III (non-spinnaker) — 1) Galante, Nordic Folkboat, Otto Schreier, 2) Break Away, J/30, D. Mead; 3) Amanda, Newport 30 Mk. II, P. Broderick. (9 boats)

COLUMBIA CHALLENGERS — 1) Shay, Bloh Stuart. (2 boats)

GOLDEN GATES — 1) Osprey, Pete Sears; 2) Sanderling, Bob Counts. (3 boats)

BEARS — 1) Calada, Rick Hastle, 2) Trigger, Scott Cauchols. (7 hoats)

Sausalito YC Midwinters

Light air, massive ebb tides and a poor turnout put a slight damper on the first Sausalito YC midwinter race weekend. Only 14 boats showed up for two days of low-key racing on the Harding-Knox course. "Hopefully, we can figure out how to attract more boats next time," said SYC race official Penny Dudley. The series — which may be entered on a weekend-only basis or in its entirety — resumes on January 13-14.

DIV. A (Spinnaker) — 1) Illusion, Etchells 22, Jack Adam, 2.75 points; 2) Takeoff, Laser 28, John Jones, 3.75; 3) Camille, Stewart 42, Bill Permar, 6. (5 boats)

THE RACING SHEET

October 24-26. Sailed in Johnstone One Design 14 Grand Prix sailboats, the six-race light air series on Lake Hubbard pitted 20 different national one-design champions against each other. Hackworth, this year's Santana 20 champion, nipped current Coronado 15 champ Allison Jolly of Long Beach, who was sailing with her husband Mark Elliot, on the last leg of the last race to win the regatta by two points. Johnstone Standard One Design 14 champion Mark Mendelblatt of St. Petersburg, Florida, came in a close third with Steve Rosenberg crewing.

The life of Riley, cont'd: Bill Riley, owner/skipper of the Olson 25 Pearl, capped off another hugely successful racing season by being honored as Sausalito YC's Sailor of the Year

Back by popular demand: the Santa Cruz to Santa Barbara Race. Santa Cruz YC recently announced that this once popular downwind sprint has been revived, and will be sailed next summer on Memorial Day Weekend (May 25-28). The 240-mile junket through Surf City (it's windy out there in May!) was last sailed in 1975. Exact details and dates will be announced early next year.

Lifestyles of the rich and famous, cont'd: Australian Rod Muir recently sold his Frers 82 Windward Passage to Italian zillionaire Raoul Gardini, who in turn recently sold his *Il Moro* di Venezia, a "low tech" sistership of Passage, to someone else. Muir, who hadn't sailed Passage since her deck split in the '88 Sydney-Hobart Race, is apparently interested in going after the 24-hour speed/distance record in a maxi multihull. Another Australian maxi — Bernard Lewis' Pedrick 84 Sovereign — was sold to San Diegan Victor Fargo earlier this year. Meanwhile, financially overextended Alan Bond has put his Pedrick 84 Drumbeat on the block. Does anyone besides us detect a certain trend here?

California cool: The first three months Capitola's Morgan Larson spent at the College of Charleston (as in South Carolina) were memorable ones. First, there was the wicked Hugo. Then, on a more pleasant note, he virtually assured himself of Collegiate All-American Sailing honors this year in one of his first appearances on the college racing scene. The 18-year-old freshman did this by winning the Collegiate Singlehanded National Sailing Championship at the Naval Academy in Annapolis on November 10-12, defeating 15 of the best collegiate stars in the U.S. in a 16-race Laser series. Larson was a twopoint winner, 77 to 79, over Old Dominion's Terry Hutchinson, the 1989 Collegiate Sailor of the Year. Among Larson's other victims was Mill Valley's Al Sargent, a senior at Stanford, who placed tenth. Congratulations to both Morgan and Al!

Anchors aweigh: Tiburon YC's ninth annual Red Rock Regatta on October 28 turned into an all-afternoon anchor drill, as a record 45 boats struggled - most unsuccessfully — to sail upcurrent to the first mark (a buoy near the Brothers). Most boats headed for the bar before the race committee shortened the course (somewhat illegally, but no one in this traditionally fun Halloween race complained), ending it at the first mark. Only two boats finished the driftathon: Stan and Wayne Behrens' soupedup Wylie 31 Moonshadow in the spinnaker class, and Tim Russell's Ranger 33 Esprit in the non-spinny class. Eight other coveted Red Rock trophies (pieces of the Rock mounted on plates) were raffled off at the costume party afterwards.

Radical boat, radical guy: Cape Horn challenger Warren Luhrs quietly launched his latest 60-footer a few months ago, this one called Hunter's Child. An improvement on Thursday's Child, the wild-looking red and white flyer is designed to win the 1990-91 BOC Challenge. From the bizarre bow, which sports "bulls horns", to her stern-hung pendulum rudder, the boat is a showcase of innovation. If you're curious about the new craft, check out the November Seahorse magazine. Or, better yet, come ask Warren about his new Child at the Moscone Boat Show. He'll be there on January 6-7, presumably to talk about his past and future sailing challenges, as well as promote his company, Hunter Marine.

Summertime dream: designer Carl Schumacher has a new toy these days, namely an Express 27 named Moonlight. He owns the "new" boat — hull #106, formerly of Southport, Connecticut — along with partner John Franklin, a former Star sailor. "It's nice to be a boat owner again," says Carl, who incidentally is the designer of the Express line.

In the "better late than never" category, the Offshore Racing Council (ORC) voted last month to "freeze" the IOR rule for the next six years, except to plug up any unforseen loopholes. In stabilizing the rule, the ORC ditched a proposed change that would have ironed out the rating advantage that fractional rigs currently have over mastheads. Another decisive step taken at November's ORC meeting in England was the banning of exotic materials and construction techniques for IMS boats and IOR boats rating under 25 feet (about 33 feet overall). Other smaller motions passed included reversing the regulation prohibiting hanging legs over the side at night (an idea we never understood to start with); creating a Two Ton World Championship in 1991 (50 footers?); and a number of decisions relating to the various growing pains of IMS (which is now being offered in 18 countries).

MIDWINTER RACE RESULTS — CONT'D

DIV. A (Non-spinnaker) — 1) Gatecrasher, C&C 40, Oz West, 4.75 points; 2) Desperado, Irwin 39, John Broderick, 5; 3) Windwalker, Islander 36, Dave Borton, (5 boats)

DIV. B (Spinnaker) — 1) (tie) Toots, Thunderbird, Curtis King and Summertime Dream, Schumacher 26, Rob Moore, 2.75 points. (3 boats)

DIV. B (Non-spinnaker) — 1) Inshallah, Santana 22, Shirley Bates, 2.75 points. (1 boat)

Stockton SC Midwinters

November was a bust for midwinter racing up at the Stockton Sailing Club. Races #2 and #3, scheduled for November 4 and 18, were cancelled due to a serious lack of wind. The formerly four-race series concludes on December 16, after which Stocktonites either commute to the Bay for their midwinter yacht racing fixes or go skiing.

Results of the first race, a 6.8-miler held way back on October 28, follow:

COLUMBIA 5.5 METERS — 1) Top Gun, Jim Coddington; 2) US, Rod Whitfield; 3) Nefertiti, Bill Humphreys. (4 boats)

HANDICAP - 1) Dementia, unknown, Chris

Bruno; 2) Audacious, Moore 24, John Hollenback; 3) Quickie, J/24, John Notman. (7 boats)

Vallejo YC Midwinters

The second Vallejo YC midwinter race took place on November 11 in a 5 knot southeasterly. Fifteen boats sailed the 8.3 mile course, which started and ended in front of VYC and used the Oil Island as the upwind mark.

Due to the light wind and building ebb tide, the leaders were back at the clubhouse bar two hours before the tail-enders. "That's midwinter racing for you," figured our North Bay correspondent, Bill Sweitzer.

DIV. A — 1) X Ta C. Olson 29, Bill Sweitzer, 2) Rubaiyat, Newport 30, John Arisman, 3) Zinfandel, Newport 30, George van Dolson. (6 boats)

DIV. B — 1) Sleeper, O'Day 27, Gary Cicerello; 2) North Mist, Catalina 30, Jim Aton; 3) Windflower, Santana 30, Don McCown. (5 boats)

DIV. G — 1) E.T.C., Santana 20, Tom Ochs; 2) Demonstrator, Freedom 20, Phil Hartin. (4 boats)

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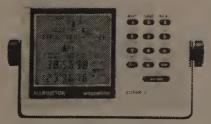


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CHANGES

With reports this month on Toucan II surviving the coup in Panama; the dates of Sea of Cortez Sail Week; Agape cruising the coast of California; Nalu IV in Yugoslavia and Italy; Permit Problems in La Paz; Captain Musick on the East Coast; Light Touch in the wake of hurricane Hugo; and, Cruise

Rebellion During A Canal Transit Toucan II - Freeport 41 Robert Hunter & Jim White Cartagena, Columbia (San Francisco)

It has taken the two of us nearly one year to reach the Panama Canal from San Francisco. But then we have this habit of trying all the restaurants we see, which has slowed our pace. Without question the best food to be had between San Diego and the Canal is in Acapulco. The worst would probably be Jim's French toast: too dry, too much cinnamon, too much nutmeg.

We never did get to try the restaurants in Panama City. The day after our arrival at

One of the locomotives used to pull big ships and Westsail 32s (just kidding) through the Canal. Toot! Toot! Toot!



the Balboa YC, General Noriega managed to get himself taken prisoner by a rebellious group of junior military officers. Jim had just gone to shore to get a cab and make arrangements for the Canal transit only to find himself 800 yards away — and within sight — of the gunfire that began the

attempted coup.

Jim quickly returned to the boat and we soon learned from the yacht club's launch pilot that as of 9 a.m. Noriega had become a "prisoner of war". Things were quiet for a couple of hours and we tuned in to the local Armed Forces radio station to learn of the severity of the situation and the confusion on Washington's part as to whether or not Noriega had in fact been

By noon a counterattack by Noriega's loyal officers was in full operation. From our mooring we heard the artillery fire get heavier and saw black smoke erupt from the complex where Noriega was being held. American helicopters buzzed the area and stray bullets (pots shots from the Panamanian soldiers in fox holes at the top of the hill) landed near our boat and another American yacht.

When the fighting escalated further, the soldiers aboard the American gunboats cruising the area ordered all the American yachts to vacate. There were four of us who fled to Tobago Island and anchored there for the night.

When we returned the following morning, all was quiet and we continued making arrangements for the Canal transit and caught up on some much-needed provisioning. None of the Canal operations were affected by the political events and Panama City seemed normal that day.

We hired three linehandlers to help us through the Canal the next day, and for the first set of locks (Miraflores) were 'nested' with the yacht Sheherezade. Since they were spending a couple of weeks at Pedro Miguel (the lake just before the next set of locks by the same name) we continued 'unnested' through Pedro Miguel locks with two new boats, Felix and Sea Biscuit behind

Spending the night anchored at Gatun Lake, cooking Jim's spaghetti (so-so) for the linehandlers and discussing with them the



sordid details of Noriega's life was the highlight of our transit. At this point we were only five miles from Colon and the Caribbean, and the last set of locks would let us gently back down to sea level.

We have no horror stories to add concerning the sleaziness of Colon; however, the pork chow mein at the Panama Canal YC is not to be missed. For variety, try the shrimp chow mein.

There are no restaurants on the San Blas Islands that we visited, only coconuts and scores of cannibalistic no-see-ums inflicting painful bites. Also, the Kuna Indians seemed too entrepreneurial pushing their latest Mola art. Although the snorkeling was good, we didn't stay long.

We are now in Cartagena, Colombia, where once in a while you can find a good meal. More often than not, though, you pay a lot for mediocre food. The Hotel Caribe is good, and the air-conditioning is heavensent in this wretchedly hot climate. Cartagena is loaded with history and Spanish colonial architecture, and lots of neat old forts. The Colombians are the warmest people we've encountered on our

All the yachties really like it here, and one couple, Jim and Pat on Shun Fan, like it so much they're going to rent an

IN LATITUDES



There's no time like 'coup time' for a good of Canal Transit.

apartment for six months. So what if there are a few car bombs now and then?

-- robert 10/30/89

Sea of Cortez Sail Week (Baja Haha 1990)

The Seventh Annual Sea of Cortez Sail Week — a whimsical gathering of cruisers in the Baja sea, sun and sand, will be held from March 31 to April 7. The 'venues', as they say in the Olympics, will be the same as always: start from La Paz and then spend the majority of the time at starkly beautiful Isla Partida.

Founded six years ago by the publisher of Latitude 38, the first five Sea of Cortez Race Weeks were put on by a loose association consisting of Alberto Morphy, Jr., who for several years ran a bareboat charter operation in La Paz, cruisers in La Paz, Latitude 38, and the Mexican government.

Bickering over proposed entry fees and petty politics more less caused that association to dissolve prior to the Sixth Annual Sail Week. That there even was a sixth Sail Week is due solely to the fact that a number of individual cruisers believed the event was too good to let die, and the fact

that Marina de La Paz's Mary Shroyer was willing to sign her name the government-required event permit.

In order to put the event on more solid-footing, the Cruising Club of La Paz and Latitude 38 have joined together to cosponsor the 1990 Sail Week. While details and government permission still needs to be obtained, the basic concept is to keep Sail Week as it always has been: a free event with a week's work of fun competitions and socializing.

Some thought was given to holding Sail Week a month later, when the water is a little warmer and more northbound cruisers have returned from the mainland. The objections to this were that a month later would conflict with carnival in La Paz and by that time some cruisers would have already had to head on back home or across the big puddle or to the Canal. If there's tremendous sentiment for a later Sail Week, the dates may be changed next year.

Sponsors of Sail Week are open to all suggestions. Contact Don Perkins in La Paz at (682) 5-26-99 or Richard in Sausalito at (415) 383-8200. We're also having a art competition for this year's Sail Week t-shirts. Send your entry in right away.

— latitude 38

Agape — Willard 8-Ton
Dick & Connie Kelly
Cruising the California Coast
(Oyster Cove Marina)

It's hard to believe that we sailed out the Gate only a couple of months ago. The cruising life has been great. In fact, it's been so good that we haven't had time to miss the Bay Area. (Much).

Our leisurely sail down the coast included stops at the following spots:

Pillar Point, where we spent one night for a meal ashore and warm showers.

Monterey, where we enjoyed several days watching the tourists and sampling the local eateries.

Stillwater Cove is a favorite anchorage of ours, but we only spent one night because it was so packed. Too bad, because it used to be such a nice, quiet place.

San Simeon is another favorite of ours. It's a good place to catch fish and watch pelicans. We stayed for three days.

Morro Bay has good facilities at the yacht club. We spent a couple of days checking out the town and doing some minor reprovisioning.

Port San Luis has a spotty reputation, but we found it to be delightful. The fishing was good and the Fat Cat Cafe offers fine

CHANGES

food 24 hours a day. The showers were clean and free(!), and the locals pleasant and helpful.

Cojo anchorage was easy to get to from Pt. Conception. Having read and heard of the terrors that would await us at the 'Cape Horn of the Pacific', we were prepared. In actuality, it was so calm we could have rounded in an El Toro. Luck of the Irish, no doubt.

Cuyler Harbor, San Miguel Island: Here there be terror! We anchored in Cuyler using our 45-lb CQR with plenty of chain to hold in the 40 knot winds. The Coast Pilot says such winds are common in the daytime but die down at night. The Coast Pilot was wrong! The winds increased at night. We left as soon as there was enough daylight to allow us to pick our way through the many rocks and shoals that surround the harbor.

Becher's Bay, Santa Rosa Island was an easy four-hour sail from Cuyler, but with altogether different surroundings. Becher's

Twenty-five years ago you met the nicest people on a Honda. Now you meet them at places like Santa Cruz Island.

gave us a rest, although the wind was gusty the whole time.

Prisoner's Harbor, Santa Cruz Island:

Southern California at last! The sun shines warmly and the breezes are gentle here on Santa Cruz. T-shirt and shorts replaced Bay Area foulies and we began work on our Southern California tans. We only stayed three days, but that's because we knew we would be back.

Ventura meant we finally had reached our wintering grounds.

Ventura is a port that actually encourages liveaboards! Who needs the BCDC?!! Not only that, but they have deluxe facilities for the many boat people who live here: large, clean restrooms and showers, a recreation room, a huge laundry and friendly folks who manage the place. The only disadvantage we've noticed is that Latitudes cost money here. But we are learning to live with that as we enjoy the fine beaches and warm-weather sailing. It may come as a surprise to the good folks in the Bay Area, but you don't have to be cold, wet, and miserable to enjoy sailing.

Latitude is still the best sailing rag around, even at newstand prices. Keep it

— dick & connie 11/5/89

Nalu IV — Lapworth 48 Jim & Diana Jessie Green Yugoslavia & Italy (Oakland YC)

Having spent the early weeks of August on the Dalmatian coast of Yugoslavia, we're still stuck trying to find adequate superlatives to describe this magnificent country.

Good for us — but not good for Yugoslavians — is the daily rate of inflation. It allows us to purchase most goods and services at prices on par with Mexico back in the good old days. A first class chateaubriand for two, including salad, french fries, good local wine and live music costs \$12!

Groceries, supplies, clothing, postage, telephone calls, bus transportation cannot keep up with inflation so we benefit wonderfully.

We do have a problem, however, dealing with the huge sums of cash we must carry for even the simplest transactions. Today the exchange rate is 22,765 dinar to the dollar. The problem is that the 100,000 dinar note — only about \$4 U.S. — is the largest one printed in Yugoslavia. We cash a travellers check and get a couple of million dinar in return.



Despite their obvious economic problems, the local people are great. We have lots of people come up and ask, "Did you really sail all the way from San Francisco?" Invariably they ask in Americanstyle English, which is taught in school starting at a very early age. The local television is in Serbo-Croatian, but everything else has subtitles, so the people hear English much of the time. When we apologized for our lack of language skills we are told, "English is the world language, it is enough." People speak freely about everything; customs, politics and religion.

The Yugoslavians have been hospitable in a most generous way. If we get lost, everybody wants to help. If Zorba the cat is hungry, everyone wants to feed him a fish. We think Americans might get the best of hospitality because there are so few of us traveling in this part of the world. We get salutes and applause regularly when sailors see our stars & stripes and homeport.

While the sailing has not been great, it's been better than the rest of this part of the world and is more than made up for by the fantastic scenery. In last month's issue you may remember we wrote about the fabulous Gulf of Bokakotorska, with its mind-boggling fjords and 10,000-foot mountains coming right down to the sea. The anchorages are plentiful and uncrowded — at least until the beginning

IN LATITUDES



Monterey, one of the great stops on the West Coast. The aquarium, with its Sea of Cortez exhibit, is only a short walk away.

of August.

August is when all of Italy takes a vacation, and they all seem to take it in Yugoslavia. It's like a giant invasion. And while we can't blame them for coming here, some mornings it's so busy on the water it reminds us of the freeways in San Francisco. Some of the folks with small powerboats and ski boats are annoying as they zip through the anchorages, but anchoring techniques are even more puzzling. Why more boats don't drift off in the middle of the night is a mystery to us. The majority of mariners are Italians, but there are also large number of Austrians, Germans, Swedes and Swiss. We have only seen a handful of Americans.

The August weather we've seen has normally been very warm. We get an occasional wind from the northeast called a Bora, which usually is a heavy blow for several days in a row. The rest of the time we get the less ferocious Mistral from the northwest, which provides a pleasant relief from the heat. There have been several violent thunderstorms, which have been violent but only about 30 minutes in duration.

The only sad thing we have to report from Yugoslavia is the loss of our dear

ship's cat, Zorba. We anchored in a quiet bay one day to escape a Bora and the next morning there was no sign of him. We spent the day unsuccessfully searching the shore — about 75 yards away — and diving the bottom. We can only assume that he went overboard, probably intent on a night bird or some fish in the water. Those who sailed with us know how much the loss of Zorba has affected us. He is sorely missed and has a permanent place in

Even if the economic situation wasn't so favorable, we would still be overwhelmed by the people and the country. Put it on your "must see" list.

By September we were sailing south of Italy's 'boot' in the unpredictable — to say the least — Adriatic. Imagine a four hour period where the wind starts at 20 knots and we're sailing close-hauled. The wind eases and back so that it's a lovely reach in 10 knots. Then a giant black cloud appears from nowhere, the wind increases to 50 knots, and we're off like a shot sailing downwind at 9.5 knots into head seas. Throw in a couple of tacks and a gybe somewhere. Soon after that the sun is out, there is no wind, the sea is like a pot of soup at full boil and you have to turn on the engine. The weather isn't always quite that varied, but we did have some spectacular changes in just a short period of time.

Another 'change' was that we thought we were sinking. Just before the 1983 TransPac we had a 'Fastnet Drain' installed in the cockpit, which empties, by way of a pipe, from the cockpit through the aft lazarette and out the transom. We were sailing hard on the wind in 35 knots when the bilge alarm sounded. It wasn't unusual as we had the bow awash periodically and water comes into the chain locker. The skipper went below to check, then poked his head out and quietly said, "I think we have a problem." I stayed at the helm while Nikki went below to give Jim a hand. She



"Those who sailed with us know how much the loss of Zorba (pictured with Capt. Jim) has affected us."

our memories.

As we leave Yugoslavia, we can only reiterate what a truly magnificent place it is.

looked back out at me with big round eyes and told me there was "water everywhere".

I went over the 'abandon ship' procedures in my mind while Jim closed all the thru-hull fittings. The water continued to flow in from somewhere. We dropped the

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main so *Nalu* would stand flat, and that seems to stabilize the situation. After furiously pumping for 15 minutes, the emergency was under control.

Jim, the captain/foreman/boatwright, climbed into the aft lazarette and said a whole lot of things which can't be printed. He also said that the drain fitting had come loose when the stern anchor chain bag had broken loose. As such water was no longer draining out of the boat, but draining back in! Jim's solution was to stick a tennis ball into the hole and refasten the drain until the next anchorage.

Experienced sailors know that not all emergencies occur at sea. In Trieste, Italy, we planned a stop of several days to have our liferafts certified. We were tied up to one of the several public quays across from a fenced-in quay that held the Italian Navy's three-masted square rigged training ship. At 0300 on a Sunday all hands were awakened by the sound of something crashing into *Nalu*. When I stuck my head outside the hatch, all I could see was the huge hull of the square-rigger lurking above our stern.

Tumbling out on deck, we discovered that the square-rigger was still in her berth, but *Nalu* was impaled with her backstay over the bowsprit of the much larger sailing vessel. The 'crash' had been our anchor in its roller smashing into the concrete quay in front of the Italian ship. The Italians were good enough to send a man out on their bowsprit to pull us free, and another gang on the bow to tow us around so we could motor back to our quay.

The cause? Pranksters had thrown our lines off and set us adrift while we slept. The next day the Yacht Club Adriatico gave us three free days' berthing. The incident was even written up in the local paper. Everyone apologized for the culprits, and we were very lucky. Damage was slight, but from then on were have been very cautious about mooring on public quays. We're told boats being cast adrift is not an uncommon problem in lots of ports.

Despite the forgoing dramas, we've come away from the Dalmatian coast, Venice, Trieste and the small towns of Italy's eastern coast with wonderful memories of a beautiful summer. This part of Europe is not as expensive as the Cote d'Azur and is less glamorous, but it's still popular with tourists and there is much to see.



After all these months of lazy cruising, we have to "put the pedal to the metal" to get ourselves to the Canaries for the late November start of the 2,700-mile Atlantic Rally for Cruisers race to Barbados. So it will be the Caribbean by Christmas for Nalu and her crew.

— diana 10/15/89

Permit Problems in La Paz Surprisel

In early November the new head of *Aduana* in La Paz decided, without warning, to enforce a law requiring all foreign all boats in Baja for more than six months to have an Import Permit. While on the books for more than three years, the law had not previously been enforced.

In conjunction with the Port Captain, the head of the *Aduana* had the Navy impound approximately 20 yachts and raft them up together just to the east of the Gran Baja Hotel. Although it was unclear at press time, it's believed that most of the owners of these boats were not in the area when their boats were impounded.

According to Don Perkins, who attended a somewhat strained yachtie-Mexican officials meeting on November 21, Import Permits can be obtained in La Paz

Having sailed the East Coast, to Bermuda, and finally the Virgins Islands, Cara and Tony enjoy a quiet afternoon on the hook.

at no charge. Well, sort of. There is no fee for the permit, but in order to get a permit you must have your documents inspected, for which — in La Paz anyway — there is a 100,000 peso (about \$40 U.S.) fee.

We have had no word at this time if Import Permits are being required down at Cabo or up at Loreto, and if so, whether there are 'inspection' fees.

Meanwhile, we want to remind southbound cruisers that Import Permits are not required on the Baja peninsula if you are staying less than six months. So if you're just down for the season, don't sweat it. If you're going to stay longer, try to get an Import Permit as soon as possible, preferably some place where there is no fee for the 'inspection'.

-- latitude 38 11/22/89

Captain Musick — Young 43 Cara & Tony Dibnah The East Coast (San Francisco / Long Beach)

The Intracoastal Waterway is generally thought of as the 1245 statute mile waterway from Norfolk, Virginia to Key

IN LATITUDES



West, Florida. But, it is possible to travel in protected water along most of the East Coast from New England to Texas. The ICW is comprised of many inter-connected natural water systems, as well as many man-made segments. Boats are able to sail in the Waterway, but the iron sail tends to be the main source of propulsion.

We gunkholed from Key West to Norfolk between October '88 and April '89, staying in marinas only twice. This is not to say marinas are scarce. They are plentiful, ranging in price from the 50 cents/ft (a rarity), to \$2/foot. One dollar per foot is the average. There are also abundant good anchorages, many just a short dinghy ride from shopping areas and local historical sites. Travelling the entire length of the ICW can be tedious but worthwhile trip if you're not on a tight schedule. Many people mix ocean and ICW passages for quicker trips, to avoid highly congested areas such as Fort Lauderdale and Miami, or to bypass isolated areas such as most of Georgia.

The Florida Keys are, without a doubt, beautifull Much of the area is very shallow and therefore inaccessible for boats drawing more than five feet. A good dinghy and motor, however, allow for interesting exploration.

Southern Florida is crowded and geared more toward the larger powerboats than to sailboats. Numerous bridges span the Waterway, most of them with timed openings. If you're not careful, you can spend a good part of your day waiting for them to open. Middle and North Florida are less populated, and for us, more enjoyable.

Some of our favorite spots, from the south to north:

Bay of Biscayne — Great view of the lights of Miami.

Lake Worth — Good protection and easy reprovisioning.

Vero Beach — The city moorings are inexpensive.

Titusville — The nearest town from which to visit Cape Canaveral and the Kennedy Space Center.

St. Augustine — A historic and charming city.

Georgia, South Carolina and North Carolina have some of the most beautiful countryside along the ICW. Most of the passages are through naturally formed rivers, streams and sounds. Huge live oak trees dripping with Spanish Moss line the banks in some areas, while cypress swamps and vast salt marshes extend over other large portions. Marinas are less plentiful in these states, but easily within a day's run. Anchorages are abundant and quiet. Life is relaxed and unhurried, and the people of the South are extremely kind, courteous and helpful.

Some of our favorite spots:

Jekyll Island, Georgia — This used to be a private island for millionaires, and many of the 'cottages' still stand.

Isle of Hope — This provides easy access to Savannah.

Charleston, South Carolina — A busy, active community as well as one of the prettiest cities along the southern Waterway. At least prior to Hugo.

Beaufort, North Carolina — This city * features terrific scenery and a fine maritime museum.

Cape Lookout — It's wild and beautiful.

The closer you get to Chesapeake Bay, the more the unhurried atmosphere of the South fades. The vegetation also changes, and you see less live oaks and cypress. The monotony of flat land starts to be broken by small hills.

We only spent two months in the

Chesapeake, which was hardly enough. Norfolk, Virginia is a major port and the Navy has a shipyard and extensive repair facilities there. Anchor across from the Naval Hospital to explore Norfolk and Portsmouth. Among the many rivers that empty into the bay is the Potomac. We sailed up it to Washington, D.C. where there is a well-protected anchorage with good holding across from National Airport. From there it's an easy walk to the Smithsonian buildings and all the other attractions of the capital. Annapolis, where we anchored in Back Creek, was another favorite. The holding wasn't the best, but it was only a short walk to town where the Naval Academy offers an interesting tour. Baltimore doesn't have good room or holding, but it's in the middle of the restored waterfront that's home to the very fine Baltimore Aquarium.

Our least favorite part of East Coast was from Cape May, New Jersey to Boston. Here both the pace of life and the prices were greatly accelerated. At City Island, New York, for example, we had to pay \$10 just to land our dinghyl We also visited this area during the peak of tourist season, which happened to feature fog and/or rain 60% of the time. Sailing past the Statute of Liberty was a highlight, however, as were these others:

Fisher's Island — A nice spot on Long Island Sound.

Block Island — An enjoyable place to visit.

Fairhaven / New Bedford — Home to a fantastic whaling museum.

Boston — A great city to visit by water and explore by foot. The free moorings off Rowes Wharf in the heart of the harbor are most welcome.

A two-night sail from Cape Cod put us at Mount Dessert Island, Maine, one of the prettiest places we've been. Blue spruce trees dominate the vegetation and most of the islands are composed of pink granite boulders. Once again the pace of life was slow and the people friendly. Maine lobsters were inexpensive and deliciousl

As we sailed "downeast" to the more northern islands, we became more enamored with Maine. The sailing was excellent and the scenery incredible — that is when you can see it. You get used to sailing and navigating in fog or else you don't sail very often. Raspberries and blueberries grow wild on most of the

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islands. We ate so many berry muffins and pies we couldn't believe it - and we still wanted more. There are so many good anchorages and so few boats in the northern islands that we spent many nights alone except for the lobster boats that passed by. Some of our favorites:

Somes Sound — A great fjord.

Roque Sound — This place features one of the few sand beaches in Maine.

Mistake Island — Raspberry and blueberry bushes choke the path up to the lighthouse. All the anchorages we stayed in were special.

We reprovisioned in Portsmouth, New Hampshire to take advantage of no sales tax. Then we sailed back through the Cape Cod Canal to Fairhaven, where we loaded up with fresh food and waited for good. weather to Bermuda. October 11 we set sail. Five-and-a-half days later we arrived at St. Georges Harbor, having used only 15 gallons of diesel. From here it's on to the Virgins and Venezuela.

Some of the California boats we saw on the East Coast in 1989: Vivere, with Carlos and Magaly from Marina del Rey; Aura, with David and Sandra from San Francisco; Liberty, with Chuck and Doris from Morro Bay; Nepenthe, with Fred and Butch from San Francisco; Carina, with Howard and Joyce from San Leandro.

cara & tony 10/27/89

Along Hugo's Path Light Touch — Irwin 52 Glenn & Lynn Perkins Sorenson (Santa Clara)

We sailed through the Leeward Islands on our way from Grenada to Ft. Lauderdale a couple of weeks after hurricane Hugo. We wanted to see the effects of the hurricane for ourselves and how our friends fared.

Hugo struck the Leeward Islands on September 17 and 18. Its track was accurately predicted by the Miami Hurricane Center 72 hours prior to landfall. Hurricane warnings were broadcast well in advance on VHF, AM, ham, single sideband, weather, weatherfax, coastal radio and local television frequencies.

Despite exhaustive warnings, most sailors made no preparations or left them for the last moment. About half the wrecked sailboats we saw still had their roller furling headsails on! Hurricanes Dean and Gabriel had been predicted to hit the



Leewards just a few weeks before Hugo, but both made last minute changes in direction to miss the islands. Perhaps people assumed that Hugo would do the same.

Had sailors taken 24 hours to move their boats south of Hugo's predicted track to the 'navigable semi-circle', they would have been spared Hugo's winds. A 48-hour run to the south would have put them out of range of Hugo's seas. It was flat calm, for example, in Grenada.

The rule for hurricanes in the

Caribbean is that they curve to the north. In fact, since 1900 only one hurricane has ever veered south in its eastward track across the Leewards. Nonetheless, only a handful of skippers elected to run south with their boats.

Most boats owned by local residents and charter companies were left at their moorings or in slips. Other local residents, charter operators and cruising sailors headed for the various hurricane holes. In the Leeward Islands a hurricane hole is usually

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a lagoon or well-enclosed bay at least partly surrounded by mangroves. The idea is to tie to the mangroves in a lagoon surrounded by reefs - preferably one surrounded by high hills.

Our first impression on approaching each of the ravaged islands was that a fire had raged through leaving uncharacteristically brown. What really happened is that extremely powerful winds blew salt-moistened air, searing trees as high as Guadeloupe's 4813-foot Mt. Soufrière.

Structures previously hidden by trees were now visible and blue tarps replaced the many roofs that had blown away.

The large commercial docks upon which many island economies depend were partially destroyed at Dominica, St. Kitts and Saba. Montserrat's dock was overturned and destroyed; with no natural harbor, all supplies must now come by air.

Shorelines all along the Leewards were littered with sailboats, trawlers, power cruisers, ferries, fishing boats, small freighters and work boats. Mast tips protruded from shoals miles offshore. Many multihulls were overturned; the steep waves created by Hugo had allowed the hurricane force winds to get under the hulls and flip them over. Sailboats on the hard, however, fared surprisingly well.

Except for Puerto Rico, we saw or heard of about 1500 sailboats that were damaged or destroyed. Roughly speaking, we'd guess one third are total losses, another third are heavily damaged, and the final third lightly damaged. Lightly damaged means the topsides were scraped from other boats or mangroves, cleats were pulled out, pulpits were bent and so forth.

Our island by island observations:

Dominica: Massive damage. The banana crop was lost and trees came down on houses and roads everywhere. Two large freighters, 12 local workboats and many local fishing boats were ashore or damaged.

Guadeloupe: Point-à-Pitre, the main city, had severe damage to almost all the buildings in the port area. About 400 of the 600 boats suffered damage. At Bas-du-Fort, the principal marina, the larger boats sustained damage to bows or sterns as a result of banging against the end of their slips - some enough to have sunk. Part of the problem was caused by dock lines that had been loosened in anticipation of the predicted 8 to 10 foot storm surge. With an actual maximum surge of only three feet, the boats thrashed around with a minimum

The outer row of 25 slips, usually taken by transients, was a bad place to be. As the storm hit, a 70-foot British ketch tore out all 25 moorings on her way to shelter at the gas dock, causing all the moored boats to be destroyed. A 52-ft ketch, a 50foot catamaran and two 40-foot sloops ended up in a pile beneath an Amel Mango. The British ketch, her crew having taken shelter ashore, subsequently broke loose from the gas dock and took many other moored boats with her. Eventually she came to rest on soft silt, apparently only cosmetically damaged. That's the way it goes in hurricanes.

Say what you will about the French, they are efficient. A floating crane was quickly on the scene and lifting boats free.

Many other boats were lost at the heavily damaged Pte. Fourille shipyard and Anse Deshaies. Only four boats were lost in the River Salee, which is long, narrow and

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lined with mangroves — the perfect hurricane hole.

The good news is that Les Saintes, a wonderful group of islands just off Guadeloupe, were only slightly damaged.

Antigua: Other than the six boats that toppled on the hard at Antigua Shipway, boats in English Harbor were spared serious damage. A ketch and freighter, however, went aground at nearby Falmouth Harbor. Twenty-three boats were reported destroyed in Parmham Bay.

Monserrat: Nearly all the buildings were destroyed on this hard-hit island. The only wharf has disappeared and Radio Antilles is off the air, possibly forever. We went ashore trying to reach friends, but couldn't get much beyond the remains of the beach club.

St. Kitts / **Nevis:** There was widespread damage to structures, crops and wharves. Dozens of local boats were piled ashore at Charleston, Nevis.



The post-Hugo Bitter End YC looks exactly like the pre-Hugo Bitter End YC: fantastico!

Saba: About half of the island's only dock was destroyed.

Statia: Only lightly damaged with no

boats seen afloat or ashore.

St. Martin: There was only minor damage to a few boats. Although slightly north of the predicted track of Hugo, most sailors entered Simpson Lagoon, a good, large hurricane hole.

British Virgin Islands: A number of boats were driven ashore in Gorda Sound near Leverick Bay. Twelve boats fell over in the yard at Virgin Gorda and six boats tangled masts in the marina.

A number of boats broke loose at Soper's Hole, some of which were driven out to sea and haven't been found yet. Fifteen boats fell over in Nanny Cay Boatyard. Boats tied up in the Roadtown marinas and at Nanny Cay did pretty well. Boats anchored in Roadtown, Trellis Bay and Parquita had trouble when they collided or their anchors dragged. Fifty or so were badly damaged.

The exclusive Peter Island Resort suffered substantial damage, but new parts of the RMS Rhone, the leading dive attraction in the Virgins, were uncovered.

U.S. Virgin Islands: Hurricane force winds were experienced for 9 hours and gale force winds for about 12 hours. Sustained winds of 150 knots and gusts of 220 knots were recorded by several meteorological stations.

St. Croix looked like a war zone. More than 100 boats littered the shore of Teague Bay, and a dozen or more were sunk offshore. About the same number of boats were lost at Christiansted Harbor. Personal gear and effects where strewn everywhere. Only five of 40 boats survived at Salt River, considered to be a fine hurricane hole. Seven of 20 boats are said to have survived at Krause Lagoon. The only real bright spot was Green Cay Marina, where no boats were lost or even heavily damaged.

Yachts on St. Thomas did only slightly better. The lagoon at Jersey Bay was crowded, and witnesses say early-birds blocked access to later arriving boats, many of which were smaller and could have tucked deeper into the mangroves. Ultimately, scores of boats slammed into each other, snapping lines and tearing up ground tackle. One charter outfit had multiple boats tied to single moorings, an error compounded by the fact that sails and bimini tops were not removed. These boats became agents of destruction.

Heroic efforts were made to keep boats on their jacks at the Independent Boat Yard, and we were told that no boats fell. But several hauled out boats suffered extensive damage, including flooded engine compartments, from the deluge of rain that followed Hugo. "Who thinks to run their bilge pump in a shipyard?" asked one man.

At Charlotte Amalie, only about five of

At Charlotte Amalie, only about five of the 50 boats anchored survived. Many were wrecked on nearby Hassel and Water Islands. One dock at Yacht Haven Marina was lost

Damage ashore was less severe at St. John, but sailboat casualties were high, especially in the hurricane hole at Coral Bay. Once again it was a story of dragging boats taking others with them. It's said that some 80 boats were heavily damaged or lost at Coral Bay, Cruz Bay and Great Cruz Bay.

Passage Islands: Boats in Vieques fared surprisingly well, while those in Culebra, reputed to be one of the best hurricane holes in the northern Leewards, were devastated. Something like 200 of 300 were heavily damaged or destroyed. The survivors tended to be the ones that were able to get way back in the mangroves. It's notable that the local authorities helped maximize the number of sheltered boats by helping locate spots and keeping access to the spots upon. One woman lost her life trying to get through the mangroves; her husband later died in the States of associated injuries.

Jack and Julie Snodgrass were on the Morgan 40 Caribbean Soul when Hugo came through. VHF 16 kept them abreast



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Wear a monkey suit and work Monkey Street, or wear a Baja-tuxedo and cruise under tradewind skies. The choice is yours.

of events. "When the first boats began to drag, other boaters called them on 16 and told them to get the hell away. Later people got on 16 to tell others to cut anchor lines of those dragging into them. There were also several conversations between people cutting the lines of boats that were unattended, either because the owners were in onshore shelters or off the island." Caribbean Soul suffered only minor topside damage.

Puerto Rico: The northeast corner of Puerto Rico took a beating as the eye passed over. Roosevelt Roads had 28 boats sunk or damaged, and other are still missing. Scores of boats were beached or lost in the Fajardo area, with just the tops of masts visible in shoal areas. Isleta Marina and Villa Marina are in shambles. We don't speak Spanish, so we couldn't get any accurate figures.

In the Virgins (with the notable exception of St. Croix) and other popular Leeward Islands, charter outfits, marinas, restaurants and other yachting support services appear to be 90% operational.

Nowhere is the effect of Hugo more evident, however, than on the faces of the many cruisers who have lost all their tangible possessions. These are the people who sold their homes and cars to go cruising and who couldn't afford insurance. They now have no place to call home and in many cases little or no money.

The winners were those skippers who either sailed away from Hugo's predicted track or who arrived at hurricane holes early enough to find private spots well-protected from the weather — and just as important — other boats.

Perhaps the biggest lesson for mariners to learn from Hugo is that getting your boat to a hurricane hole isn't enough to assure survival. Anchors need to be carefully placed; anything and everything that can be taken inside — especially sails, dodgers and covers — must be stowed below; and, dinghies and outboards must be taken out of the water. There were many cases in which sailors neglected to do these basic things.

For those who are interested, the 1990 Caribbean hurricane season starts in July.

— glenn & lynn 10/29/89

Readers — We're not certain where the Sorenson's got their numbers and thus offer them for informational purposes only. Despite the best intentions of everyone, a lot of inaccurate information was disseminated in the wake of Hugo.

The Soreson's deliberately went looking for trouble, and found it. Others didn't go looking and had a hell of a time finding any. See this month's World of Chartering.

Cruise Notes:

With hurricane Hugo having severely damaged and destroyed private and charter sailboats from Guadeloupe to South Carolina, including hundreds in Puerto Rico and the Virgin Islands, a big concern is what's going to happen to offshore cruising insurance premiums. Would they double in the face of what surely will be millions of dollars in boat claims? Apparently not. A good friend just received a renewal notice for his charter boat in the Caribbean from a Lloyd's broker, and it showed an increase of 7% over the previous year. He'd have preferred no increase at all, but given the events of September 17 & 18, he'll take it. Interestingly enough, this premium is still 35% less than he paid three years ago, which just goes to prove it pays to shop for insurance.

Pacific Marine Supply's annual — and original — Cruiser's Kick-Off Party in San Diego was reportedly a big success again this year. Started in 1978 as a small gettogether, in the mid-80's it blossomed with crowds of as many as 1500. For the last two years cruisers wanting to attend have had to pre-register in order to limit the crowd to a size acceptable to the police. Even though restricted to cruisers heading



Enthusiastic southbound cruisers — and hopeful crew — mug for the cameras at Pacific Marine Supply's Kick-Off Party.

south this year, 500 sailors and hopeful crew registered while another 100 or so managed to sneak their way in. As usual

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there was lots to eat and drink, and plenty of door prizes — including a bunch of Latitude / Papi's Deli "Some Like It Hot" t-shirts.

Spokesperson Marie Falcon says that it appeared to her that not quite as many boats have come through so far this year as last, possibly because the cost of living is no longer as low as it once was in Mexico. Although the numbers haven't been worked out, it also seemed that this year's average size boat seemed a little smaller than last year's 39-foot average. While it appears there are slightly fewer and smaller boats heading out, the ones that are going apparently have more ambitious trips in mind. In other words Falcon has seen less so-called Yuppie cruisers' who take larger, better equipped boats to Mexico for just one season.

As always the Pacific Marine Cruising Kick-Off Party gets everyone lusting to be cruising — including Marie Falcon herself, who on November 20th knew it was just 26 days until her "wonderful" summer job at Pacific Marine Supply was over and she and her husband Rene could return to Wanderer, their 34-ft foot Dutch-built sloop awaiting in Santa Rosalia. Rene, incidentally, was the well-liked jefe who did such a fine job running Sea of Cortez Race Week last year.

The day after that bash, Downwind Marine held their Cruising Kick-Off Beach Party on Shelter Island. Chris Frost reports some 300 cruisers turned out from noon to dusk to meet one another and enjoy free hot dogs, hamburgers and pot-luck treats. Frost guesstimates that there are more cruisers than last year, but not quite as many as the year before. Of course the season is far from over; a large new group of Northern California boats arrived in San

Diego right around November 15. Frost sees a few more folks heading out in smaller boats than last year.

The fabled resort at Las Hadas, made famous by Bo Derek in 10, has been sold, reports Harbormaster Eric Jorgensen, to the Westin Hotel chain. He says that new gangways are going in at the marina and that all the slips have been replaced. The December to June season is said to look very busy with many boats headed down from San Francisco.

Former Mendocino resident David Kindopp reports that the Flota El Dorado and Mazatlan Sailing Charters (which he coowns) will be hosting the First Annual Mazatlan Harbor Party on March 4-10, which is described as "a full week of genuine wasting away in Margaritaville". Invited are "cruising sailors from all over the States and Canada, and everybody who likes/loves sailing, Mexico, Jimmy Buffet music, margaritas, cervezas, suntans, palm trees and a great time with great friends". Let's see, that covers just about everyone.

The week long celebration will be kicked-off by the Second Annual Jimmy buffet BBQ Fiesta. There will be an as yet undetermined fee for the BBQ, which will include lots of beer and food.

Kindopp expects between 30 and 50 sailboats ("and maybe some powerboats") for the week. Expected activities include sailing regattas, dinghy races, the ever popular but sometimes banned wet t-shirt contests, sand

castle competition, and who knows what else. "There's never a problem with fun in Mazatlan," says Kindopp, who may know something a lot of cruisers have missed.

Nobody is going to confuse the Mazatlan Harbor Party with one of the Aga Kahn's shin-digs. "We're not talking the 'Ritz' here," says Kindopp, "just good get-down Mazatlan local fun."

A former Mendocino county realtor, Kindopp learned to sail on San Francisco Bay not long ago, bought a 40-ft ketch, headed out the Gate and turned left. Falling in love with Mazatlan, he became business partners with some Mexican nationals that allowed him to use his Cosas Buenas as a day charter boat. He'll be starting his second season in December.

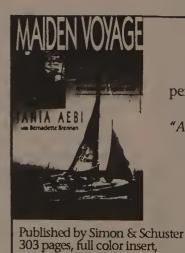
Kindopp's goal is to help cruisers appreciate what a fine place Mazatlan is. This is a worthy goal, as Mazatlan has been on the 'skip' list for many sailors for quite some time. To that end, he and the folks at Flota El Dorado will be offering improved services, including \$1 hot showers, ice, propane, water and a morning net. They'll also be available to recommend mechanics and give tips on how and where to check in and out of Mazatlan and where to go for fun. It's a long overdue service for Mazatlan, let's hope it all turns out well.

For further information, contact Kindopp at A.P. 1073 Mazatlan, Sianola, Mexico 1-62-04. Or evenings at 4-03-87.

With many of you facing long-middle-of-the-night watches to and within Mexico, we leave you to ponder **the puzzling thought** found in Marjory Fleming's (1803-1811) *Journal*: "The most devilish thing is 8 times 8, and 7 times 7; it's what nature itself can't endure." Best explanation wins a free neon "Some Like It Hot" t-shirt.

Happy Holiday Cruising!





map, detailed diagrams

TANIA AEBI'S MAIDEN VOYAGE

personalized by Tania Aebi on request

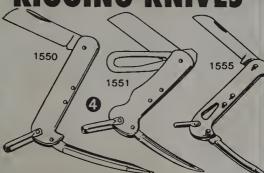
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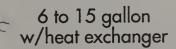
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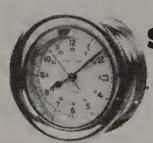


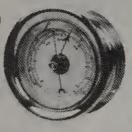
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13.5 GUPPY SLOOP with fixed keel. Full cabin (not cuddy). Similar to West Wight potter except price. Only \$1,750 with trailer. Can be seen any-time in Alameda. (408) 988-2800 or after 6 (415) 521-1087, Art Shaw.

RANGER 20, 1980. Excellent condition. Evinrude 7.5, dodger, porta-potti, radio, lights, new battery, bottom paint 10/89, compass, KM, new genoa, EZ Loader trailer. Berthed in San Ralael. \$5,350. Call Mike (707) 575-0746.

VENTURE 22 with trailer, 6 hp Johnson, stove, ice box, head, 3 sails. Great for new sailors or gunkholing. Good shape, easy trailering and sailing. We're moving up to a larger boat! \$2,700 takes all.

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ISLANDER BAHAMA 24, 1968 SAILBOAT. Steal this one at \$4,500. New rigging, main, LPU paint, DF, radio, 6 hp Johnson. Good full keel, stiff Bay boat. Berkeley upwind berth. Call 234-7935.

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COLUMBIA 21-FT 10". Fixed keel, stiff sailer. Positive flotation, new masthead, new chain plates, new deck, new 1/2" plexiglass doors, new 5 hp engine. Just hauled and painted. Excellent sailer. Must sell - All offers considered. Boat in Delta, worth \$3,000. (209) 575-4574.

COLUMBIA 24 MK I, 1963 #47. Full keel, 5'8" hdrm, forward cabin window. Genoa, 110 and club foot jib for easy single handing. IB-1 cyl gas Palmer, Liferaft. Fun Bay or coastal cruiser. \$7,500. (415) 574-5147.

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COLUMBIA CHALLENGER, 24-FT. Good condition. New sails. VHF, compass, alcohol stove, solar panel, 6 hp Evinrude. New bottom paint Aug. '89. Great Bay boat, active S.F. fleet. \$65 monthly S.F. berth. \$3,000. (415) 824-4679.

ISLANDER 24, 1962. Raised cabin top, full keel, 6 hp Evinrude, KM, DS, compass, running lights, battery charger, VHF radio, new cushions, fresh bottom. Good boat for Bay cruising. San Francisco Yacht Harbor berth. \$5,300. 832-5556.

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ISLANDER BAHAMA 24-FT. Holiday discounted. Only available until Dec. 30th. Includes 6 hp o/b, 2 mains, 2 jibs, rigged for spinnaker. Race or cruise ready. Great condition. \$4,000-terms available. Call (415) 567-9868, lv msg.

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O'DAY 192, 1989 w/traller, salled only 4 times. Equip includes: VHF, KM, spinnaker, solar charger, 5 hp o/b, safety pkg, roller furling jib, compass, teak swim ladder and much more. Over \$16,000 Invested - Asking \$13,000. Call (209) 632-8311 after 6 p.m.

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25 TO 31 FEET

coronado 30. Lots of boat for the money. 3 jibs, main, spinnaker, VHF, depth, KM, compass, '81 Yanmar dsl, new dodger/covers, h/c pressure water, refrig/ice box, shore power, kerosene stove/oven, cockpit cushions. \$18,000. (415) 865-6223.~

25-FT SPARKMAN & STEPHENS design sloop. 1974 Northstar 500, "Cygnet". 7/89 haulout with new bottom paint, rudder bushings, no blisters. Lewmar winches, i/b Atomic 4 with recent tuneup, 2 spinn. poles, several sails. Beautiful lines, stiff in the water, jiffy reefing, KM, DS, VHF, new main sheet and block, traveler, porta-potti with pump-out fittings, new gastank. Asteal at \$10,000. Sausalito berth. Call eves 331-1962.

OLSON 29, 1986 with trailer, deluxe interior package, 5 cruising sails, 5 Grand Prix racing sails and 8 hp Johnson new in 1988, Sailcomp, upgraded winches, complete safety equipment and much more. Excellent condition. \$26,000. Can deliver. (919) 256-4059.~

YANKEE 30 III, 1973. Race winner. Mylar 155 & 162, jib, two mains, five spinnakers, quickvang, hydraulic backstay, Cybernet stereo, Autohelm. Excellent condition. MDR. Offer. Please call (213) 301-2188.~

CATALINA 27, 1982. Inboard dsl and wheel. Excellent cruiser in good shape. \$20,000 or make offer or take over payments and become partner. Rich, wk: (415) 447-1925 or hm: (415) 449-1284.~

ERICSON 27, 1978. Yanmar dsl, 6 sails, wheel, KM, KL, DS, VHF, RDF, dbl ground tackle/safety equipment. 15 gal dsl, 15 gal water, new head and plumbing. Avon & Suzuki. Exceptionally cared for. \$22,250, negotiable. (619) 438-8252.

BABA 30, 1980 CUTTER. AP, refrigeration, dsl heater, dodger, 7 bags North sails and much more. Bristol condition and ready to cruise. \$65,000. (415) 655-2735.

ISLANDER 28, 1982 diesel mint condition. Excellent Bay boat. Furling jib, VHF, auto bilge pump, jiffy reefing, auto battery charger, Lewmar winches. Owner will finance with \$7,000 down \$238/mo. Price includes dinghy. A-1 condition. \$28,000. Call 939-4242 or 672-6589.

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RANGER 26, 1969. One owner. Well equipped. Phone Tiny (707) 642-5195.

25-FT PACIFIC SEACRAFT 25 MKII, 1978. Yanmar dsl, new jib, VHF, DS, marine head, 2 anchors, dodger and full boat cover. Beautiful teak decks, bronze portholes, new alcohol stove. Sleeps 5. Excellent condition! Best PS25 around. \$21,500. (408) 247-7841 eves.

PEARSON 26. New sails '87. Cruising spinnaker, VHF, DS, KM, 15 hp o/b, elect start. Well maintained. Great Bay boat. Got married, bought house, must sell. \$11,800 or b/o. Call (415) 538-8381 or (415) 297-5032.

CATALINA 25, 1981. Fixed keel, Honda o/b, VHF, DF, shore power, battery charger and more. Excellent condition. First \$8,000 takes it. Mike days (415) 569-7676 or nights (415) 672-0982.~

26-FT COLUMBIA, 1971. "Honey's Money II". 5 hp o/b motor, sleeps 5. Sails: 1 main, 2 jibs, alcohol stove, ice chest, porta-potti, canopy and cockpit cushions. Bottom painted 1989. Price: \$8,000. Call Walt (408) 732-4347.

ISLANDER 28, 1977. Great boat with lots of extras. Diesel, spinnaker gear, VHF and more. \$23,500 or b/o. Call and leave message at (415) 944-0691.

CAL 2-29, 1976. Very clean. Wheel steering, VHF, Ferryman dsl, 3 jibs, main, spinnaker, new rigging and thru hulls, all lines led aft, Berkeley berth. \$18,000. Matt (408) 247-8255 or Tom (415) 439-2085 by mso.

CAPE DORY, 1988 30-FT MOTORSAILER. 46 hp Westerbeke dsl, 200 hrs. Roller furling main, club jib, genoa, VHF, radar, Signet Instruments., full head, shower, spacious teak interior, sleeps 4. Many extras. Versatile, sturdy. Like new. Benicia. \$82,500. (707) 745-3978.~

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EXCALIBUR 26. Designed by W.M. Crealock. Healthy, clean Bay boat. Roller furling, headsail, new sails 3 yrs ago, anchor, KM, built-in head, sleeps 4. \$2,000 plus take over payments (\$4,000+/-). Craig (415) 964-8069/(408) 379-7715.

CATALINA 30, 1984. Excellent Bay and Delta cruiser. Many extras: Dodger, wheel steering, dsl, self-tailing winches, depth and knot log, VHF, refrigeration, water heater, pressurized water, stereo. Original owner hates to, but must sell. \$37,500/offer. Weekdays (415) 342-3506, Other (415) 573-9859.

28-FT LANCER, 1984. 1 owner, 40 hours usage. Roomy, beautiful interior, color coordinated teakwood. Sails, sheets like new, sleeps 6, galley, head, DS, ship to shore radio, stove, pulpits. 3 years infresh water. Perfect family cruiser. \$11,900 or b/o. (916) 777-6084, Bruno's.

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CAL 25, 1968. Excellent condition. Epoxied bottom. New: rigging, wiring, water and fuel tanks, interior cushions. Mast and topsides refinished with LPU, 9.5 Evinrude. Greatsailing boat. \$7,500. Call Paul (415) 847-6667 days.

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ERICSON 30 SLOOP, 1978. Hank on furling system, 3 one yr old foresails. Boat in immaculate condition. All rigging led aft. Great single hander. \$29,000. Serious inquiries only. (408) 375-3257.

J-29. Excellent condition. 9 bags racing and practice sails. 8 hp Evinrude o/b motor. Professionally maintained. Optional V and quarter berths, deluxe electr., VHF and more. Excellent active fleet. Make an offer – Ready to sell. (415) 328-2408.

OLSON 25, 1988. Fast racer cruiser. Excellent condition, used only 6 months. Race ready, many extras including spinnaker gear, '88 North racing sails, 4 hp o/b, VHF, MOB pole, compass, Digital KM-log and trailer. \$19,000. (415) 389-0208.

ISLANDER BAHAMA 30, 1981. Mint condition. Diesel, pedestal steering with gauges, Lewmar self-tailing winches, h&c pressure water, shower, head, new dodger, VHF & AM/FM cass, 3 sails, new epoxy bottom. Many nice extras and Delta berth. \$31,950 with trailer. (209) 745-9272.

SANTANA 28, 1977. Built by Schock. Excellent racer/cruiser. Working sails, Volvo dsl, VHF, DS, KM, sleeps 5, full galley, teak interior, two speed winches, safety equip., lifelines. Original owner. Move necessitates sale. \$22,000 or b/o. (415) 435-9966 eves.

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CATALINA 25, 1982. Fixed keel, 4 sails, Micron 7/89, vang, Cunningham, backstay, shorepower, original owner, etc. Alameda Marina, Pier 1, Berth 419. \$9,500. (415) 523-4698 or (415) 972-0320 msg.

CAL 2-29, 1975. Excellent. Sleeps 6. Complete sail locker (6) w/spinn & drifter. Full instrumentation, new covers, cushions-inside/out, dsl, wheel strg, head, pressurized water, stove w/oven, shower, RDF, VHF, depth & knot meters, compass, many extras. \$22,400. (408) 395-2077.

CAL 25, 1969. Very good condition. Many extras. New KM, VHF & compass, DS. Bottom job 5/89. 2 mains, 150% genoa, 100% jib, spinn, '87 Honda 7.5, pop-top w/canvas cover. With or without trailer. \$7,500 w/trlr or b/o. Eves: (916) 756-2331.

ERICSON 27, 1973. Excellent condition. Priced to sell. Atomic 4, rebuilt w/low hrs, storm, 95, lapper, genoa, spinnaker. VHF, DS, two anchors, whisker, head, sink & stove in galley, lifelines, 5 berths. \$13,500. John: (415) 671-2499 or Steve: (408) 255-2199.

VENTURE 25. Very nice shape. New Honda engine, many extras, trailer. Fast, fun, easy to sail and comfy for ovemights. \$7,500. (415) 862-2091 eves.

RANGER 26. Excellent condition. New 10 hp engine, VHF, compass, adj backstay, anchor, well equipped with sails. Sausalito berth. 1/2 partnership \$6,500 or buy-out \$13,000. Call Warren at 495-3491 days or 383-9198 eves/wknds.

BALBOA 26. Located in Stockton. Very clean, recent bottom, electric start o/b, 3 sails, waterline cover. \$8,000. Contact Jim days (209) 464-7635.

RANGER 26. Great Christmas giftl 1973 Mull design in great shape. Harken furl, 2 spinnakers, new VHF, porta-potti, mercury 10 hp, well maintained. First \$7,900 takes it. Rick (707) 838-2785.

PEARSON TRITON 28.6. #2 YRA 1989. Standing & running rigging 1 yr old, new paint, boom, spreaders, etc. Many extras. \$14,000. 731-2684.

CAPE DORY 25, 1979. Full keel, brass portholes, teak cabin, o/b, DF, VHF, excellent sails, very clean. \$14,000. (415) 620-2830/461-0510.

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26-FT INTERNATIONAL FOLKBOAT, 1969. Very well maintained. LPU hull and deck, epoxy bottom 1987. Dodger, compass, KM, W.C. head, 7.5 hp Evinrude. Located Berkeley Marina. \$10,000 or b/ o. Day (209) 462-2922 or Eves (209) 472-0452.

PACIFIC SEACRAFT DANA, 1985. Superb quality 27-ft (incl bowsprit) cruiser. Roller furling genoa, shower (h/c), CNG stove, oven, singlehander's package, teak everywhere. \$74,000 if new, \$47,500 for this meticulously maintained one owner yacht. 744-3015 wk or 331-9252 hm., Peter.

ERICSON 27, 1976. Diesel, new sails (fully battened North main), new epoxy bottom & paint, all lines led aft, shore power, battery charger, etc. \$15,900. (707) 745-5714.

CATALINA 25, 1979. Pop-top model. Swing keel, trailer, 10 hp Honda, 9 sails, propane stove, custom boat cover, loaded with extras. VHF, KM, DS. Used very little but well cared for. \$16,000 or b/o, negotiable delivery. Call Hansen (408) 335-3894

DISTRESS SALE - CAPRI 25 (by Catalina). Must sell now or I'll give it away for a tax deduction. Fast, clean, fully equipped. Comes with great slip at Pier 39 (Dock A, Slip #1). Take a look - \$5,900. Call Dustin 928-9148.

ISLANDER 30 MKII. Loaded. Singlehand, cruise, liveaboard. DS, VHF, compass, sheets led aft, 6 sails, spinnaker gear, jiffy reefing, 8 winches incl 2 dbl-action, self-tailing Enkes, refrigerator, phone, mahog inter, auto. fire extinguisher, auto. batt. charger, more. \$15,000 or b/o. (707) 431-0830.

NORSEA 27-FT. Aft cabin cruiser. new 2 GM20 Yanmar, shore power, trailerable & in good condition. Berthed at Bodega Bay (Spud Point E10). \$37,000. Call 6 p.m.-8p.m. only. (707) 865-2739.

COLUMBIA 28-FT, 1968. Atomic 4 engine, head, sleeps 6. Because ! have 18 grandchildren, I bought a 36-ft cruiser. Must sell sailboat. Blue book is \$11,500 but make offer, any offer, you never know. Berthed at Loch Lomond. Call (415)

LANCER 30, 1979. Excellent condition. Yanmari/ b, new North sails, 110, 155, main, spinnaker, dodger, Lewmar winches, aft rigging, VHF, can-vas covers, cushions, club ft'd jib, wheel, sleeps 5, SF berth. \$38,000, negotiable. (415) 864-5989.

CAL 3-30, 1975. Tiller, heavy rig, backstay adjuster, 4 sails, 4 Barient winches, spinnaker rig, dodger, Atomic 4, KM, DS, wind speed/direction, VHF, cabin heater, battery charger, SF Yacht Harbor berth. \$24,500. 832-5556.

CAL 2-27, 1975. Race ready, new rigging 8/88, 4 sails, folding prop, Micron bottom, Farryman dsl, VHF, electronics. Strong Bay fleet & assoc. \$18,000 cash or 1/2 to right partner. Call (916) 424-8506 or 427-1579.

DANISH BUILT FOLKBOAT. African mahogany. Teak decks and cockpit. VHF, 2 anchors, stereo, spinnaker. New sails, o/b, radar, 2 Autohelms and Loran. Recent Victoria B.C. Wooden Boat Show Winner. Pt. Townsend show veteran. No rot, well maintained. \$9,500. (415) 566-1471.

CLASSIC WOODEN BOAT. 26-ft Cheoy Lee Pacific Clipper, 1962. Varnished hull, new Yanmar dsl, full keel, main, jib, genoa, spinnaker, radio, dinghy, Sausalito berth. Excellent condition, looks gorgeous, sails beautifully. Must sell -\$11,000 or b/o. Call Ken Charles (415) 364-8350.

MODIFIED H-28. Beautiful, good condition. 1963. Double planked mahogany, full boat cover, Sausalito berth. \$22,000 or b/o. 331-7814.

HUNTER 31, 1983. Excellent condition. Goodsail inventory, ample headroom, KM, DS, log and wind instruments, Yanmar dsl. Reduced to sell at \$36,000 or best reasonable offer. (707) 823-9669.

PEARSON 30. Clean! Epoxy bottom (just hauled at Cal Coast), VHF, RDF, KM, etc. \$22,000 or trade Pearson plus cash for Catalina 38. Call Russ (916) 624-0930.

OLSON 25, 1989. North race pkg, deluxe interior, 10 yr warranty. New condition. Trophy winner TransTahoe, etc. PHRF cert. 165. \$19,500. (916) 891-8736

CATALINA27, 1986. Like new. dodger, VHF, KN, depth, AP, AM/FM/tape/TV, 110, 150, all lines aft, self-tail winches, 14 hp dsl. 2 boat owner must sell. Steal at \$23,000. (408) 267-3139.

CAL 2-29, 1985. Excellent, fully equipped. Dsl i/b, wheel steering, VHF, KM, fathometer, RDF, natural gas stove/oven, teak interior, 4 winches, spinnaker, 150% and working jib, pressure water, ground tackle, anchors, fenders, etc. Great all purpose boat. \$21,900. (415) 527-0888.

CATALINA 27, 1980. 7 sails, 85%, 110%, Mylar 120%, 150%, 2 mains, 3/4 oz spinnaker, knot, depth, VHF, stereo, Universal dsl. All lines led aft. Excellent condition. New bottom 6/89. Must sell - \$16,500 or b/o. (415) 634-1988.

ISLANDER 28, 1978. Wheel, 4 cyl, gas. Excellent condition. Teakinterior, Emeryville berth. \$22,950.

BALBOA 27 w/trailer. Excellent condition. Dsl engine, 2250w generator, microwave oven, TV, AM/FM/CB stereo, Loran, RDF, DS, KM, EPIRB, 4sails, new interior, dodger, bimini, propane BBQ, 3 anchors, safety equipment, inflatable w/3.5 hp o/b, much more. \$19,700. (916) 988-2951.

CATALINA 30, 1988. 25 hp Universal, dodger, DC refrigeration hot/cold pressure water, winged keel, elec anchor windlass, VHF, AM/FM, depth/ knot, deluxe interior, self-tail winches, berthed at So. Beach B42. \$44,500. (916) 482-8869.

CAL 2-27, 1976. Well equipped boat in strong one-design fleet. All lines led aft for short handed sailing. 7 sails + spinnaker. New Micron bottom 7/ 89. Comfortable Bay cruiser/racer. Atomic 4 i/b. Folding prop. \$21,000 or b/o. (415) 654-8082.

SANTA CRUZ 27 "Vandal". Beautifully reconditioned 1988 inside/outside, new interior, new race gear, 11 sails, VHF, Loran C, new 3.5 hp o/b, new mast & rod rigging, quick vang, epoxy bottom, Signet, 2 axle trl. So. Calif. winner | Excellent cond. \$13,900. D: (213) 433-7488 or N: (916) 969-7245.

OLSON 30. Good condition, must sell immediately. 2 mains, Mylar #1 & 3, Dacron #2 & #4, kites .5 oz, 1.5 oz, 2-.75 oz, KT, VHF, stereo, trailer, Johnson o/b, fresh bottom, full boat cover.\$17,850 or b/o. (415) 751-7882.

ALBIN VEGA 27. Great Bay boat in all weather condition. Inboard engine, autopilot, dodger. Fully equipped and ready to sail. Nothing more to buy! Just add crew. End of season sale! \$14,950. All offers seriously considered. Call (415) 965-0167.

32 TO 39 FEET

CAL-35, 1983. Well maintained. Roller furling, headfoil, full batten main, self-tailing, 32 hp dsl eng., Autohelm 3000, VHF, knot/log, depth, h/c water, shower, bottom sandblasted and painted. \$55,000. Phone Phil (415) 591-3563.

36-FT CUSTOM PERRY DESIGN, "Dichotomy". 36-FT CUSTOM PERRY DESIGN, "Dichotomy". Reduced \$7,500 must sell! Just completed 100% bottom job, have pictures. Lived aboard and singlehanded cruised for 3 years. Beautiful teak interior — Must see to believe! Extensive equipment including windvane, rod rigging, spinnaker gear, refrigeration, hot/cold pressure water & lots of spares. Full electronics including SatNav, Loran, VHF, SSB & ham, plus 6/9/12 volt power for computers, etc. No brokers, I'm saving you money! Call collect for info pack and appt. (702) 348-4924.

CHEOY LEE 36 CLIPPER KETCH 70. Full keelheavy lay-up. Rerigged, masts epoxied '88. Dodger, refrigeration, wood stove, VHF, DS, KM, stereo, many sails, more. \$55,000. Real Estate possible. Cruising gear from anchors to SatNav available. Paul, Eves: (707) 763-1827, lv msg.~

ERICSON 39, 1971. Rerigged 1987. 7 sails, 17 winches. New radio antenna, mast step, cushions, Force 10 heat, vang-rod, line control whisker pole. Sleek flush deck model. Spacious, strong, fast. Back injury forces sale. \$40,000, serious offers. (209) 472-0903.

SANTANA 35 in bristol condition. Mylar headsails, new 150%, two mains, three chutes; instruments Loran; new bottom developed to strick racing standard. Enjoy fast, fun, colorful racer/cruiser. Call for brochure and video tape. \$47,000. (916) 441-7245 w or (707) 938-3446 h.~

38T HANS CHRISTIAN, 1977. Excellent condition. New Hood salls (full batten main, Star Cruiser roller jib and staysail plus all original sails). LC-90 Loran, custom dodger, Zodiac and much more. Must sell, reduced price to \$75,000. Eves (209)

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39-FT YORKTOWN. Center cockpit sloop. Aft cabin, VHF, ham, radar, Aries windvane, 4-108 Perkins dsl. Call Alex (714) 455-0763.

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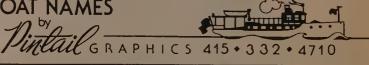
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32-FT WESTSAIL, 1974. So. Pacific vet. Well equipped, excellent condition. Ready to cruise or excellent liveaboard. Extensive list of gear available. \$55,000 or b/o. Call days until 4:00 p.m. (415) 362-9019; eves 6:00-10:00 (415) 338-2328.

ERICSON 32. Great Bay sailer. Excellent condition with much TLC. New radio and electronics. CNG, ST primary, spinnaker rigging. Buy this one and save the broker commission! (408) 996-8622

BORN FREE - WESTSAIL 32. Hull #42. Handlald F/G. Just returned So. Pacific - Loves to sail. Rides like a duck. 2 suits of sails, roller furling super big jib, drifter & storm sail. Factory finished.

Excellent woodwork, teak decks. Dinette layout,
Perkins dsl (the best). Everything you need to sail away. List of equipt on request or see at Woodley Island Marina, Eureka, CA, slip F10. Can delivery. \$52,000. Can finance with \$30,000 down. Marilyn at (707) 923-2789 days or (707) 923-3201 eves.~

SANTANA 35, 1985 "ExCelerity". By far the finest Santana afloat, insandout. This yacht has won every major regatta in So. Cal. including "Most Bristol Yacht" during Opening Day. Now she's ready to return to the Bay. Video available. (213)

WESTSAIL 32 CUTTER. Custom interior, extra heavy construction, unique teak taff-rail. Wheel and tiller. 25 hp Ferryman dsl. Roller furling, full electronics, AP, AC/DC, pressure washdown system, gimballed propane stove. 6 page equipment list. Best offer over \$40,000. Please call (408) 377-4815.

37-FT RANGER, 1973. Beautiful racer/cruiser. 15 sails, 13 winches, roller furler, dsl, wheel, full electronics including Loran, teak interior. Best offer over \$32,000. (719) 495-4672.

35-FT CORONADO, 1973. Center cockpit sloop. Sleeps 6 in separate quarters. Full head w/shower, h/c pressure water. AC/DC. Galley has refrigerator and gimballed stove w/oven. Radio tele and conventional tele., RDF, KM, DM, dodger and covers. 22 hp dsl. Full keel, club jib for singlehanding. Hauled 7/88. Well maintained. Very comfortable liveaboard. Sails well in Delta, Bay or ocean. Docked on Napa River. Anxious to sell. \$32,000. (707) 226-3017 or 226-2663.

EXPRESS 37, 1988. "Primordial Sloop". North sails, Harken roller, Signet SmartPak, Immaculate. \$125,000. 851-7065.

NEW 32-FT DREADNAUGHT. Tahiti ketch hull with ballast. Flush deck w/interior roughed in. New 22 hp Saab dsl engine w/variable pitch propeller and shaft installed. New dsl Dickinson stove. More extras. \$20,000 or b/o. Days (805) 772-2473 or eves (805) 995-2364.~~

33-FT WESTFALL. Colin Archer design pilothouse cutter/ketch. Hdrm 6', bunks 6'2". Teak, sheoak, Jarrah interior, 33 hp Yanmar dsl fresh water cooled. Cat 1 safety. Many options. Ready to sailaway. Call C/O West Marine Fax: 0118525-

HANS CHRISTIAN 38 MKII, 1980. Excellent condition. Cruiser ready and great liveaboard. Dodger, electric windlass, solar panel, Aries windvane, Loran C, VHF, stereo, VW 50 hp dsl, dinghy + o/b & more. \$89,000 or b/o. Call (415) 564-7508, lv msg.

SABRE 32, 1986. Aft cabin layout. Hood Stoway main and Seafurl jib. Custom Interior, refrigeration, CNG stove, sharp. VHF, speed/log, depth, electronic compass. Blue hull, white cabin, self-tailing winches, covers. Sabre quality throughout. Asking \$85,500. (415) 254-3170.

COLUMBIA 36. \$31,500. TransPac vet. New sail covers, new 12v refrig., new varnish work, propane stove, Cole (woodburning) stove, shower, ground tackle, windvane, AP, VHF, much more. Diesel motor being overhauled. Great liveaboard. Ted (415) 326-1430, days.

32-FT CHALLENGER SLOOP. Loaded Veteran of pacific/Atlantic/Caribbean. Well maintained, ready to cruise. Five sails, refrigeration, electronic and windvane AP's, SatNav, ham radio, Yanmar dsl, Avon dinghy. Norseman fittings, oversized rigging, air conditioner. Only \$36,500, fully equipped. Marv (415) 852-4317. or 793-4435

36-FT HUNTER, fully equipped. Dodger, Doyle stack pack main 1987, 3 jibs, Hood furling, wind machine, dsl cruises over 7 knots, Martec feathering 3 blade prop, Awlgrip painted 1988, new Interior cushions, CNG stove and oven, electric windlass, 2 anchors and much more. \$44,750. herb 523-1940.

MASTER MARINER BOAT - "Lahlia". A 36-ft Crocker design ketch, built 1940. 4 cyl Wester-beke dsl, VHF, depth, speedo, press water, refer, microwave. Greatliveaboard. \$22,000. Paul (415) 331-3700 or wk 388-3400.

CATALINA 36, 1984. Perfect liveaboard/cruiser. Excellent condition, well maintained, three cabins, sleeps 7, beautiful all teak interior, 3/4 oz spinnaker, 2 headsails, easy starting Atomic dsl w/low hrs, water heater, shower, LP stove/oven, stereo, VHF, Signet KM and DS, radio direction finder, tall rig, self-tailing winches, cockpit rigged lines, 2 Danforth anchors, triple epoxy layer on bottom. \$52,000 or b/o. Ralph (415) 435-5550.

35-FT CORONADO, 1974. Diesel, center cockpit, flush deck design w/large aft cabin & private shower/head. Great liveaboard, more liveable space than most 40-footers. Sails well & well maintained. \$35,000 firm, some financing considered. (408) 354-9575.

CREALOCK 37. Epoxy bottom, five sails (new '87), Aries vane, AP, Norseman fittings, Volvo 35 hp dsl (120 hrs), pressure h&c water, cold-plate refrigeration (110 volt & engine driven compressor). \$89,500. Chris at (408) 423-4076.

HUNTER 37, 1984 CUTTER. Swift & graceful sailing to weather. Cruise or liveaboard. Immaculately maintained. Separate cabins, sleeps 7, H/c water, shower, AM/FM tape stereo, stove/oven, Headfoil, oversized self-tailing winches, VHF, Datamarine, WS, WD, depth, Yanmar 30, Sausalito berth. Best offer. (415) 435-2924.~

TARTEN 37 SLOOP. Well built and maintained performance cruiser/liveaboard. 5 sails, 2 spinnakers. new stove, upholstery, Autohelm 4000, dodger, dsl heater, Westerbeke 40. VHF, stereo, DS, h/c water, self-tailing winches. Much more. Veteran TransPac. \$70,000. (415) 236-5839.

DESPERATION SALE - Take over payments (\$36,000) for this great boat. Pearson 36-ft, 15 hp dsl motor newly rebuilt, Loran, 14 bags sails. S.F. Marina berth, Great ocean cruiser. 1st one with \$36,000 gets it. Call me at 342-2777 or leave msg.

CAL 34 MKIII, 1978. Excellent condition. 8 sails, new main, dbl spreader Isomat spar, windvane, SSB, Loran, inverter, VHF, windspeed & direction, KM, depth, dsl generator, refrig., dodger, awning, Avon, o/b, Westerbeke 30, new interior cushions. (415) 540-0671 ext. 468.

VALIANT 32, 1978. Hauled every year - Last Feb. '89. Cutter rig, fully equipped for Baha and beyond. New Loran, new Signet depth and knot log, hot/cold water, shower, sleeps 5, dsl. Excellent condition, excellent cruiser. \$49,950. Call (916) 483-6202.

CHEOY LEE OFFSHORE 36. Luders design, F/G hull. Good liveaboard/cruiser or Bay boat. Perkins dsl, new refrigeration system, new rigging (stays, halyards, lifelines), new upholstery, new VHF, full boat cover, dinghy w/oars, sailing rig. Reduced to \$36,000 or b/o. Moving, need to sell. Call Karen at 865-4351 or 696-5303.

CAL 33. You don't know what you're missing until you see this well equipped, recently repowered, excellent sailing boat. Before you buy, check me out. You owe it to yourself. Additional equipment available at dealer prices. \$26,950. Call (415)

ISLANDER FREEPORT 36, 1983. Excellent condition, beautiful teak interior. Pathfinder 50, 4 cyl dsl. \$75,000. (415) 849-9678.

EXPRESS 37. Best on the Bayl new suit class racing sails. Proven winner. Call (415) 928-2069

36-FT YAWL. 12-ft beam, 6-ft draft, 1 5/8 fir planking on 3 in oak frames. Wood spars, 40 hp Grey Marine, 60 gal water, 50 gal fuel. No frills, straight forward design. A monument to strength.
Comfort & speed in wooden boats built in 1932.
Good survey. \$19,500. Michael (415) 479-7128.

OLSON 34, 1989. Love boat, but divorce court says sell. Plastic still on berths (6). SmartPak, Loran, VHF, spinn gear, wheel, hot/cold pressure water, oven, etc. \$75,000 list, will sell for \$60,000. (916) 891-8736 or (916) 852-0142.

CORONADO 35. Center cockpit aft cabin sloop. New: Harken roller, main &120 jib sails, Force 10 stove/oven, flash water heater, ac/dc refrigerator, VHF, microwave, stereo, uphoistery, canvas, bedding, pumps, carpets, batteries/charger. Classy comlortable liveaboard. Asking \$35,000. (209)

NEWPORT 33, 1983. Pristine condition, too many extras to put in this ad. owner must sell due to medical reasons. Boat will not be stripped, everything goes. Call for complete gear listing and sell price. Must see to appreciate. (415) 728-5178.

CORONADO 35, 1972. Great live aboard, aft cabin sloop. Dsl, DS, KM/log, VHF, 4 Hood sails, extra fuel, water tanks. Stereo, microwave. 1988 survey \$38,000. Must sell - \$25,500, make offer. (707) 747-1740.

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SANTA CRUZ 33. \$9,950. Kit package: Hull and deck, bulkheads, keel mold, deck gear, custom deckhouse, primary winches, genoa track and cars, interior plywood. Moving to N.Z., Jan. '90, not able to finish project. (916) 969-7245 eves.

ALBERG 35. Hull #235 built in 1966 by Pearson. Mint condition. Recent survey. New rigging, new SatNav, new dodger. 5 sails. Atomic 4 in excellent condition. VHF, autopilot, windvane. Sale by owner. \$30,000. (819) 298-9718.

35-FT S2, 1987. All factory options. Center cockpit, teak interior. Equal to 45-ft but maintenance of 35-ft. Fast performance cruiser, 18 hrs on Voivo dsl engine, roller furling, computer, designer interior. \$90,000 or b/o. Trade-ins & terms available. 365-8521.

CATALINA 38, 1983. Excellent condition, well maintained, well outfitted. Three jibs (110, 130, 150), 3/4 oz spinnaker, roller furiing dual-purpose headfoli, VHF, Signet 2000 KM, dsl, self-tailing winches, pedestal steering. \$47,000. Call (415) 260, 2488

PEARSON VANGUARD 33, 1964. 5 sails, spinnaker gear, Atomic 4 rebuilt, 30 hrs. new thru huil valves, shaft, prop. Liveaboard In Alameda ok. \$15,000 firm, cash. 652-5579.

MARINER 32-FT 1972. Built In Japan - Ketch. Tanbark salls, KM, DS, AP, windvane windlass, refrig, safety equipped. Located Brisbane. \$32,500, trades. H: (415) 521-1315, O: 1-800-635-8475 ext. 4159, Doug Moore.

32-FT FAST, SHALLOW, ROOMY CRUISING Sloop. Full keel, dbl centerboards, F/G construction. Unique accommodations Including 7'x4' dbl tion. Unique accommodations including 7'x4' dbi bed, great galley w/full slze butane stove & refrig-eration, 130 gals water, 110 gals fuel. TransPac vet circumnavigation in '73. Total rebuild in '89 including new mast, fully found. Nowlying Raiatea, French Polynesia. Great opportunity to cruise Tahiti, etc. A good boat at a realistic price: \$35,000. Contact Robble (819) 224-5037.

40 TO 50 FEET

40-FT SPRAY COPY, 1980. Lapstrake cedar, 371 GMC engine, proven ocean crulser/livea-board, well maintained by original owner/builder. (415) 854-8429. GULFSTAR CUSTOM 40, Hood design, 1978. "Athena". Fast, elegant bluewater sloop. Custom teak interior. Teak toe rail and cockpit combing. Rod rigging, perkins dsl, AP, Loran, VHF, etc. Beautifully maintained. Santa Cruz. \$65,000. By owner. (408) 462-2236.

CORONADO 41, 1974. nicest on West Coast. Large aft stateroom with huge bed. Two heads, shower, large galley, teak interior. Diesel engine, radar, AP, electric windlass, roller furling headsail. Fully outfitted and ready to cruise or liveaboard. \$64,000. (805) 983-2248.

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43-FT WOOD SAILBOAT. Built in France. Very good condition structurally but needs much TLC and mast repaired. Aft cabin, center cockpit design. Approx 85 hrs on rebuilt Perkins 107. Misc gear. This boat is a diamond in the rough. \$25,000. 383-4648.

43-FT MONK DOUBLE-ENDED CUTTER. Mahogany, Perkins dsl, windvane, hot shower, stove/ oven, refrigerator, solar, sleeps 5, 5 sails, EPIRB, VHF, all cruising gear. \$28,000 firm. Boat in Hawaii. Pete Lesser, Box 1141, Kaneohe, HI 96744.

MORGAN 46-FT KETCH, 1980. Extensive customized cruising additions. \$148,500. Don Boone (707) 829-5944.

"VIRAGO" - 1961 40-ft Buchan sloop. Swift, wooden beauty. Cruise ready. New: main, AP, rigging, Signets, elect windlass, Loran, VHF, refrig, more. includes dodger, Avon. Hawali and Mexico veteran. 4 boat owner must sell. \$31,500 to sallaway. 521-1687.

47-FTFERROCEMENTSLOOP. Robert DeHaan design/Sparkman & Stephens professional huli.
Berths 3 dbl, 4 single. Yanmar 2TE-22 hp, full Cat
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C&C CUSTOM 43, 1972. Legendary C&C custom shop quality makes this red-hulled yacht capable of crulsing or racing anywhere. Recent Awigrip topsides/spars. Equipment on board "Mystery" Incl 19 bags of sails, VHF, Loran, AP, seaberths for 9, sturdy sloop rig & reiiable Perkins 4-107 pwr.

She's one of the strongest basts built due to her She's one of the strongest boats built due to her unique dbl hull construction, yet she's seakindly, roomy & fast. Now seriously for sale, asking \$75,000 or b/o. Lv msg (415) 655-3265.~

40-FT PERFORMANCE CRUISING SLOOP. 40-FT PERFORMANCE CRUISING SLOOP. John Lidgard Yacht Ltd., Auckland, New Zealand, 1982. Cedar/Kevlar/S-glass (WEST), 8 oz F/G skin. New Huise rig & LPU topsides 1985-1986. New non-skid deck & Micron bottom 9/89. Beautiful wood interior. Sleeps 8, dinette, galley, sat station. SSB, VHF, Loran, stereo, AP, B&G 190. 17 sails. new long battened North Kevlar mainsail. Yanmar dsl. Complete safety gear incl EPIRB & 8 man liferaft certified 9/89. Superb new Zealand craftsmanship & quality throughout. \$63,000. (415) 421-0174. 421-0174.

40-FT VAN DER STADT F/G KETCH. Perkins dsi, teak decks, B&G instruments, 8 man liferaft, several Atlantic crossings. Serious ocean cruiser. \$54,000 firm. Call (916) 587-8111.

43-FTSTEELSCHOONER, 1984. Modern proven passagemaker, equipped for crulsing, offered for immediate sale. \$58,000 (firm). Lying Bay Area for appt to view or particulars. (604) 986-5219. Sasha Dupre, Apt #378 - 720-6th St., New Westminster, BC Canada V3L-3C5.~

BEST BUY - 41-FT LOD. Gaff rigged Bristol cutter. 52-ft LOA. All the comforts of home and more. Don't let this one pass you by. Experience the real tradition of salling, \$66,000. Chris 552-0644 or Paul McLaughlin 554-1450.

44-FT LANCER, 1980. A true motorsailer. Twin Perkins dsis 4-238's, ali roller furied sails (jib & maln), run by Lewmar electric winch. Furuno radar, Loran, remote steering, much morel Pristine condition. \$30,000 below '89 survey at \$105,000. Merry Christmas. Mike (415) 877-8275.

ISLANDER FREEPORT 42. Hull, decks, cabin top only, no Interior/rig/engine. Virgin hull, never launches. You finish, \$9,800/trade for Porsche/ Jaguar/other special interest vehicle/what have you? Hull is fore & aft cabin, center cockpit style. (415) 453-4852.

SWAN 441 1979. Perfect combination of performance & comfort In good condition. All Swan amenities including B&G instruments, SatNav, refrig, harken furling gear, 12 sails, AP, liferaft and morei New Sparcraft mast good rigging. Serious inquiries cali (415) 885-6878.

WESTSAIL 42. If you've ever wanted a Westsail this is the one of your dreams only better. Custom finished at Westsali in '79. Comes complete with all the options you could want and then some, down to the spare parts. Too much to list. Full electronics including: ham, SSB, marine fax, etc. Call for info/apptor copy of survey. Price: \$117,500. (714) 646-9927.

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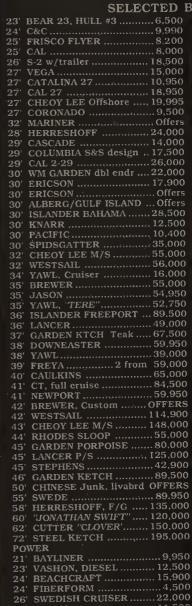
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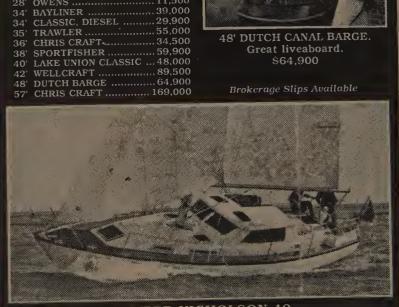
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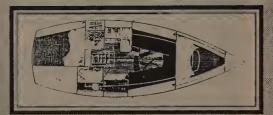




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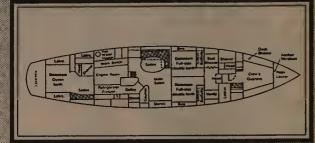
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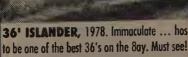


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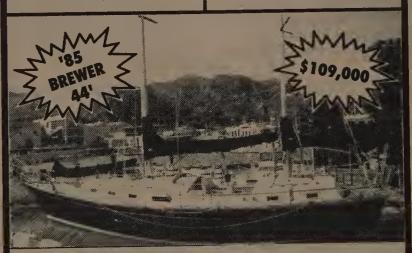
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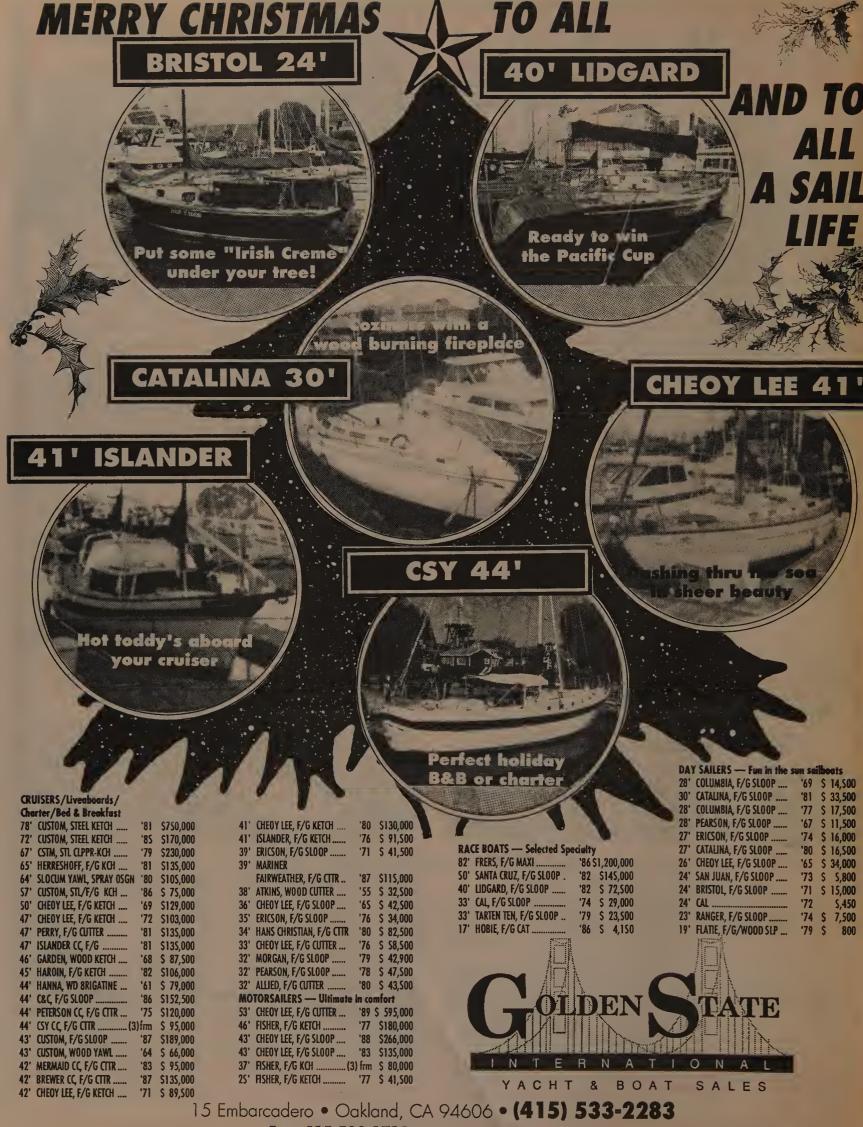
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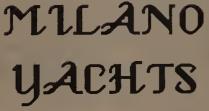
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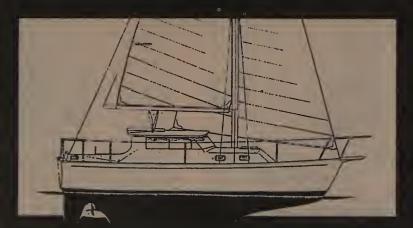
34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. *Asking \$68,000*.



PT 52

Motoryacht. With Twin 300 Cummins, generator,2-3-4 staterooms, two heads, two showers, delivered San Francisco. \$299,500.



31' BOMBAY

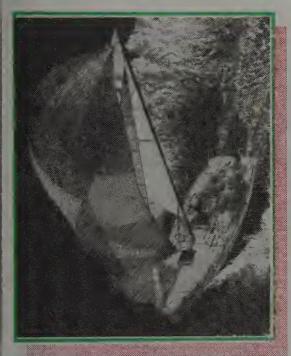
1979 PILOTHOUSE SLOOP. Diesel powered, sleeps four with indise/outside steering for those who like to stay dry. *Asking \$35,000.*



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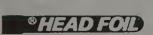






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